

GRAIN DEALERS JOURNAL

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In some cases the imposter has neglected to specify on the receipt what the money was for. If grain dealers would pay such amounts by check, made payable to our order, the swindler would have to commit forgery and be identified in order to get the money, and even then the grain dealers would not be out their money, because the man who cashes the check for the forger would be the one to lose.

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GRAIN DEALERS JOURNAL

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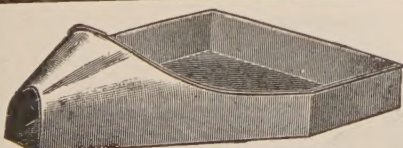
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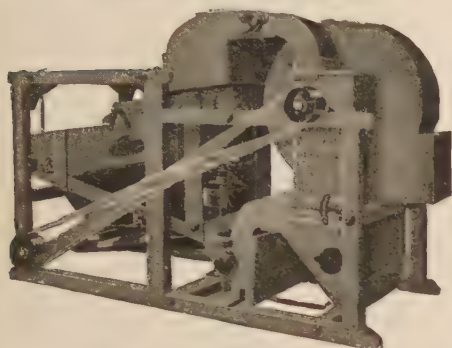
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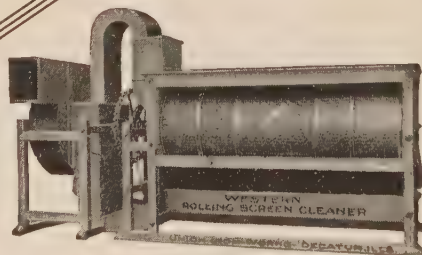
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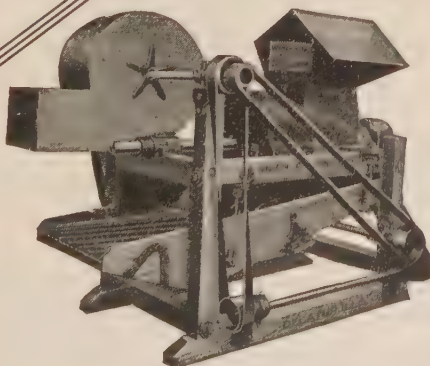
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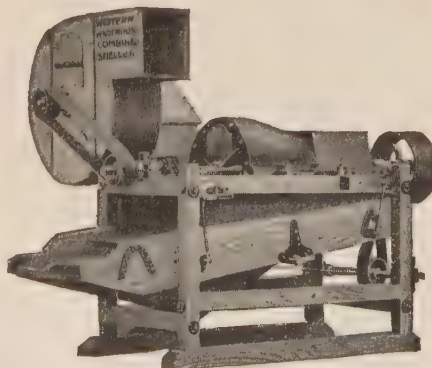
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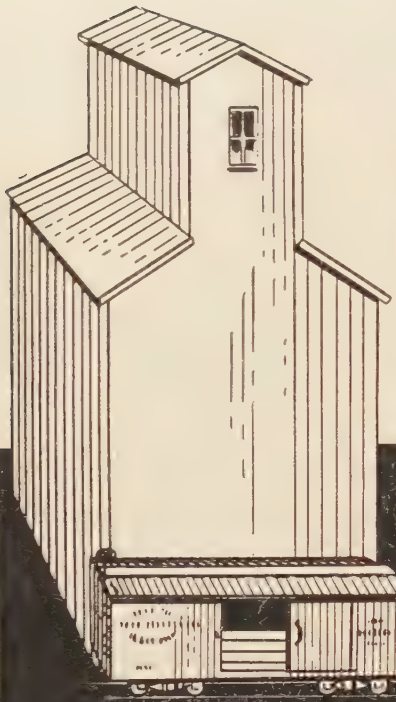
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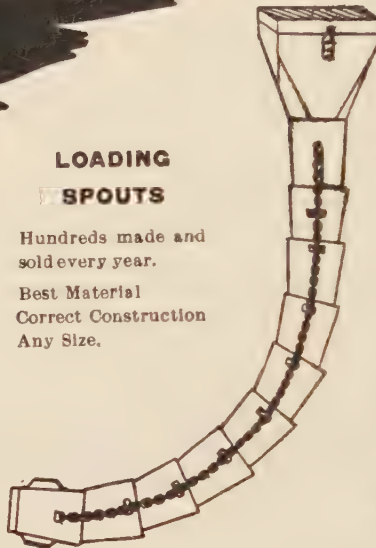
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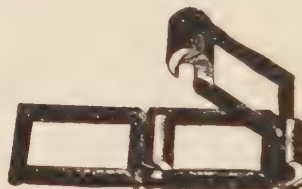
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WAGON HOPPER and DUMP SCALES



Gasoline Engines - Automatic Scales - Corn Shellers - Cleaners

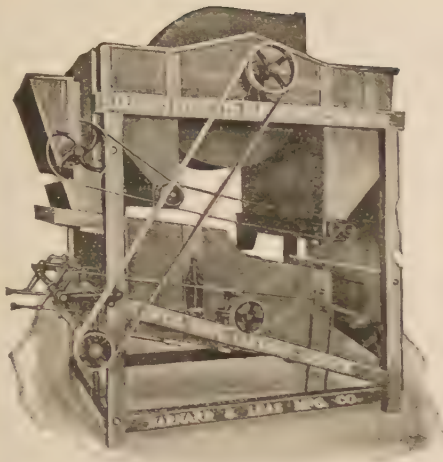
Let us send our Handy Net Price Catalog. Special Prices on Complete Elevator Equipment.

LET US MAKE YOU A PRICE

**LARGEST STOCK
LOWEST PRICES**

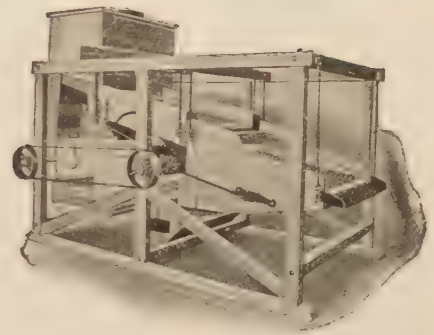
American Supply Co.
OMAHA NEB

Grain Elevator Machinery and Supplies.



Perfected Separator

Everything for Grain Elevators and Feed Mills



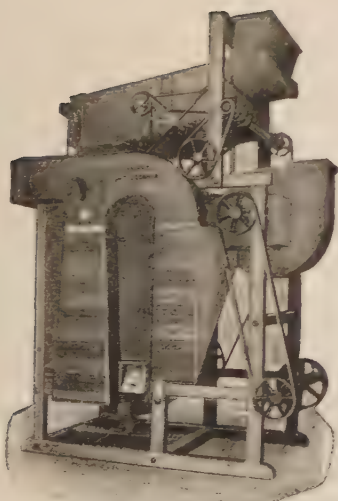
Corn Cleaner

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

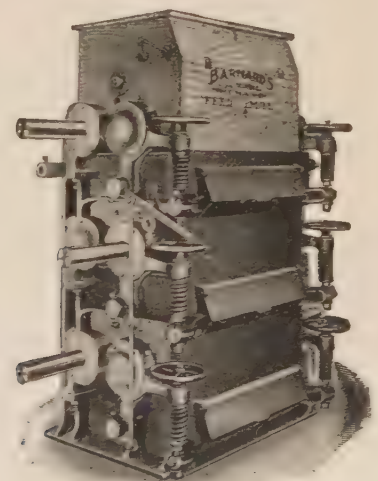
Our line includes Separators, Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers and Cleaners, Packers, Grain Dryers, Dust Collectors and Power Connections and Supplies of all kinds.

Send for latest catalogue



Moline Upright Oat Clipper

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

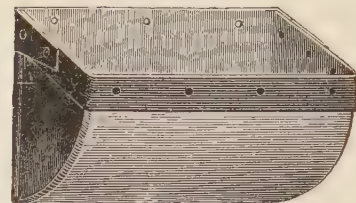


Ball Bearing Feed Mill



Manlift

Complete Grain Elevator Equipment

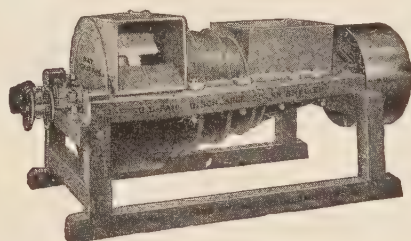


Elevator Buckets

No matter what machinery you may need to get your elevator into shape to efficiently handle this year's crop we can supply you.

The Constant line of elevator equipment comprises everything necessary from cupola to pit. That it gives satisfaction is evidenced by its widespread use and the good words of recommendation from these users.

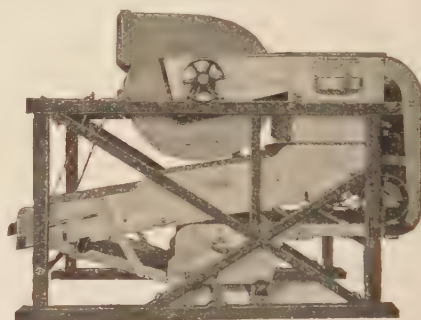
The latest addition to the Constant Line is the U. S. Improved Distributor. It is especially designed to meet the demand for a device that would prevent the mixing of grain. From the main floor the distributor may be turned to any funnel desired. Having ball bearings it is very easy to operate. Made in different sizes.



U. S. Corn Sheller

Our catalog No. 3 describes our entire line. A copy is yours for the asking.

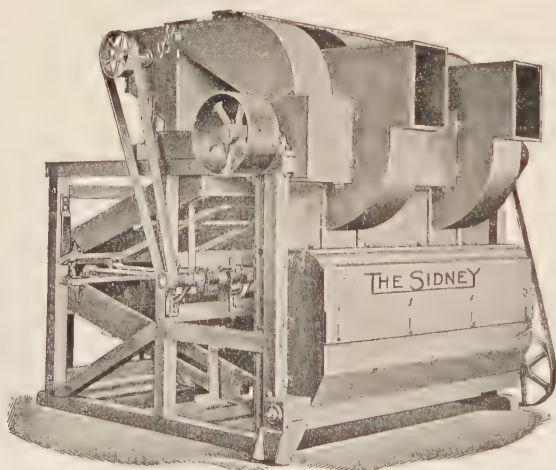
The B.S. Constant Mfg. Co.
Bloomington, Illinois



U. S. Grain Cleaner

Is Your Elevator Equipped Right?

to handle the year's crop in such a way as to increase your profits? Now is the time to find this out. Don't put it off until you have farmers' wagons waiting to unload, and who grow impatient if kept too long. That's how you lose their business.



Investigate **The Sidney Line** of grain elevator equipment. It is the most satisfactory solution to the elevator machinery problem. Be prepared—forearmed is forewarned.

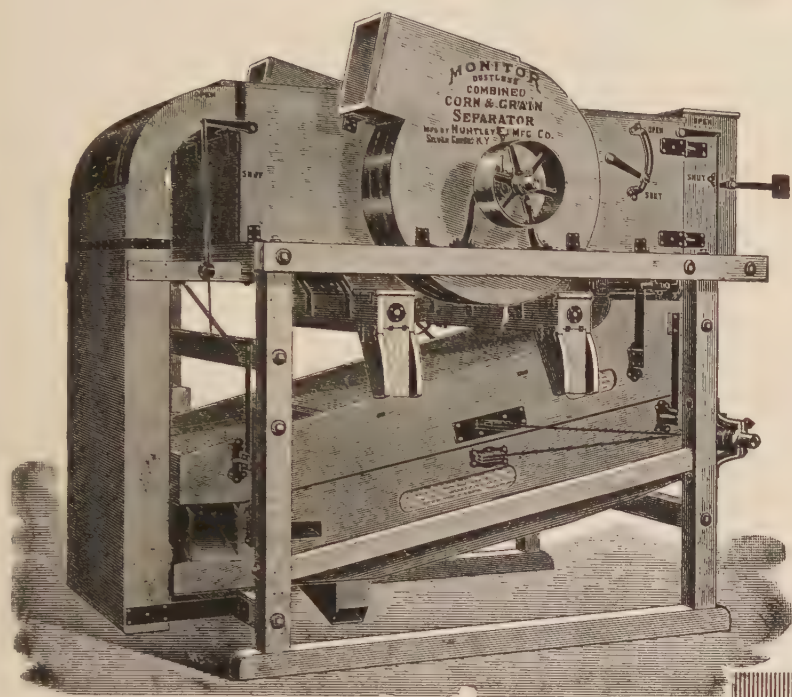
Write for Prices on BALL BEARING SHELLERS

Write today for Catalog

THE PHILIP SMITH MFG. CO.
SIDNEY, OHIO

A complete stock of the Sidney Line will be carried at Kansas City, Mo.

It saves buying 2 Cleaners



Why buy two Cleaners—if one will do? In hundreds of Elevators where varied lots of corn and grain are handled we have met the requirements for two cleaners—with one.

Monitor

"COMBINED" CORN AND GRAIN CLEANER

Always available for two kinds of cleaning—a change from one to the other by simply pulling a lever diverting the stream of grain from one set of screens to the other. If you handle corn and small grains this machine, in what it saves you, in time and worry, will pay you a handsome return on your investment. Being a "Monitor"—it naturally follows that it is superior in air and sieve cleaning work, simplified operations, dependable service, durability and—economy. Get posted now.

HUNTLEY MFG. CO., Silver Creek, N. Y.

SHORTAGE CLAIMS

of Grain Shippers

would be paid more promptly if certificates of weight which show kind of scale used, number of drafts, and who did the weighing, were used.

SHIPPERS' CERTIFICATE OF WEIGHT, Form No. 89 has been endorsed and recommended by the leading Associations of Shippers, because its use places the shipper's weights above question.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name;—lbs. equal to—bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the———R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00.
GRAIN DEALERS JOURNAL, Chicago, Ill.

RHODES CALCULATING SYSTEM

reduces pounds and bushels to dollars and cents in an instant. Saves time and labor. Don't keep the farmers waiting for you to stop and figure out the worth of their load of grain; a glance at our book gives you the amount and you can tell the farmer before he drives off your scale. Then too, if you do stop to figure out the amount it may not be right while the calculations in our book are absolutely correct.

This book is printed on heavy, durable book paper, well sewed. Cloth binding. Sent post-paid on receipt of price, \$3.00.

ADVANCE PUBLISHING CO.
Wichita, Kansas

Cost Price, Results to be Obtained, Cost of Operation and Upkeep

These are the three essentials of every purchase of grain elevator machinery.

On the answer to these questions you base your decision.

THE RICHARDSON GRAIN SEPARATOR (The General Purpose Machine)

eliminates the question of results by the following guarantee:

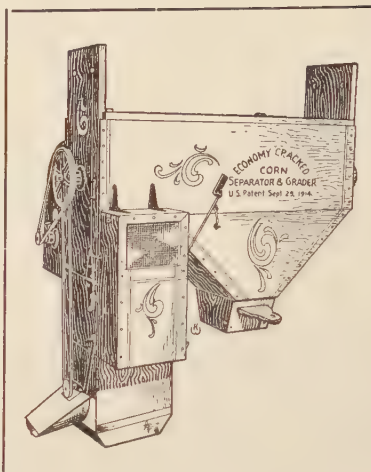
Select the type for your needs. We will ship it to you on 30 days free trial. It must deliver results never given you by any other machine. Power consumption less than most separators, upkeep low, account of splendid construction. The cost is lower compared to results delivered.

Send for full particulars as to price, floor space needed and power consumption.

RICHARDSON GRAIN SEPARATOR COMPANY

15th Ave. S. E. and N. P. Tracks

Minneapolis, Minn.



"ECONOMY" CRACKED CORN SEPARATOR AND GRADER

**CONSTRUCTED TO
FIT YOUR NEEDS**

The "ECONOMY" is different in principle—in operation—costs less to buy and to operate; occupies practically no floor space, and makes a separation that increases the actual dollars

and cents value of your cracked corn. No rehandling.

The "ECONOMY" will make that poultry feed department of yours a sure winner. It increases the marketable value of your cracked corn and mixed feeds (users are getting 20c to 30c more per 100 lbs. strictly on the merits of a cleaner, brighter, better feed).

If you have not entered the profitable poultry feed field, because of lack of space or high first cost made it look venturesome, the "ECONOMY" is what you need. If you are now using bulky, cumbersome, more expensive machines that eat up earnings in operating expenses, and want more profits from your cracked corn, the "ECONOMY" fills the bill.

Write today for samples that speak for themselves—clean—uniform—polished, and ask for more details and our 10 day FREE TRIAL offer. (We pay freight both ways if returned.)

THE GRAIN MACHINERY CO., Inc.
South Madison Avenue North Vernon, Ind.

This 5 Line Want Ad Sold the Elevator—Read the Letter

D. Milligan Company

D. MILLIGAN
F. W. MILLIGAN
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DEALERS IN
LUMBER, GRAIN, COAL, LIME AND CEMENT

BRANCHES ON
C. & N. W. RY.
C. M. & ST. P. RY.
M. & ST. L. RY.
IN CENTRAL IOWA

JEFFERSON, IOWA June 2, 1914.

Grain Dealers Journal,
Chicago, Illinois.

Gentlemen:

We recently carried an advertisement of an elevator for sale in one issue of your paper and received ten replies, most of them from men who seemed to be bona fide purchasers, and made sale of the property to Mr. C. C. Buck of Iowa Falls through the advertisement. This was our Dana, Iowa, plant which we sold, because we desired to extend our business along the Milwaukee or Northwestern, where the train service is more convenient for us.

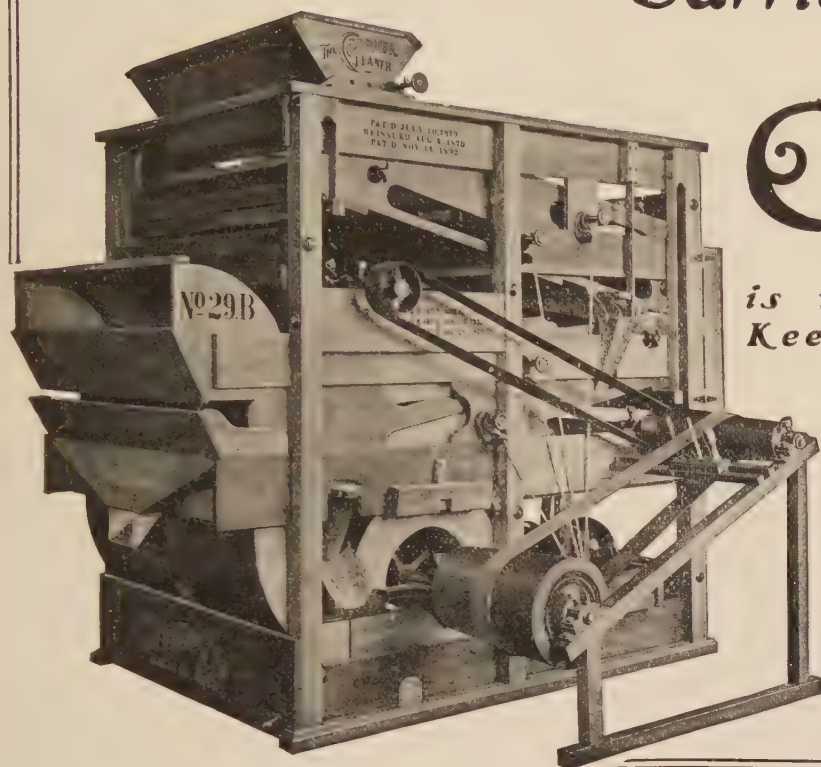
Very truly,

D. Milligan Co.

The Roller Bearing Traveling Brush Carrier Used on the

CLIPPER CLEANER

is the only device that Keeps the Screens Clean



The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

A. T. FERRELL & CO.
SAGINAW, W. S., MICH.

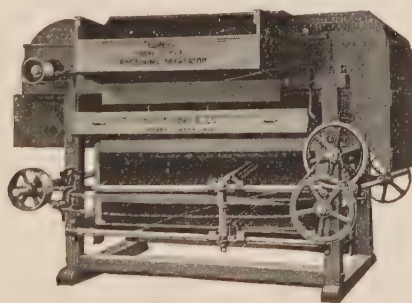
CLEAN GRAIN is absolutely essential LARGE CAPACITY is very desirable

Both can be obtained by using this new Eureka

Double Suctions

Slow Speed Fan

Short Wide Sieves



Self-Oiling or Ball Bearings

Disc Eccentric Oilers

Automatic Sieve Cleaners

The S. Howes Company,
Silver Creek, N. Y.

We congratulate you on your Model "C" Perfected Receiving Separator. It's a dandy. We are very much pleased with it. The machine certainly exceeds all expectations.

Chatham, Ont.,
July 17, 1914.

Yours truly,
The T. H. Taylor Co., Ltd.

The Taylor Co. has since writing the above, ordered 3 larger machines

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Kansas City, Mo.
E. A. PYNCH, 311 Third Ave. So.,
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W. M. MENTZ, Sinks Grove, W. Va.



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WM. WATSON, 703 Western Union Bldg., Chicago, Ill.

The Van Ness Safety Roller Bearing Manlift

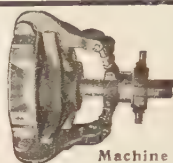
Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**

404-406 State Bank Bldg.,
OMAHA, NEB.

Branch Offices at
Fairbury, Neb. and Lincoln, Neb.

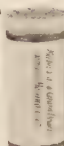


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for a Friction Clutch**
Some sizes as low as one dollar per horse power. This clutch will carry 25 to 50% overload. Built any size 5 to 100 H.P. Write today for FREE BOOKLET.

Decatur Fdy., Furnace &
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For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
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Sample Envelopes Non-Sifting

Designed especially for mailing samples
grain and seed. Specimens free.

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Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

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TYDEN CAR SEALS Applied by Shippers PREVENT CLAIM LOSSES

Each seal bears your
name and a consecutive
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Thousands of shippers
use them.

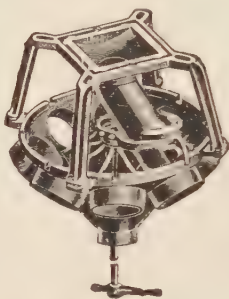
Write for Samples and Prices

INTERNATIONAL SEAL & LOCK CO.,
Chas. J. Webb, Gen'l Sales Agent
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The HALL SPECIAL SYSTEM

receives grain at the foot of an elevator leg and is guaranteed to elevate it **without choking**, distribute it at the top of the leg **without mixing**, and accomplish this without causing care or anxiety, in half the time that any other system can do it with the same size cups and belts.



The HALL SIGNALING GRAIN DISTRIBUTOR

in an ordinary country elevator increases the available bin capacity, the handling capacity and the operator's efficiency fully one thousand bushels per day.

Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska

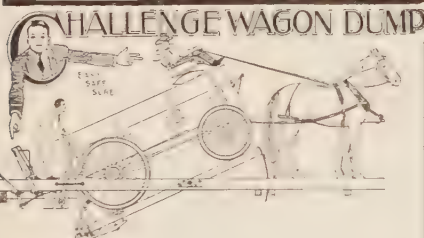
SUCCESS SAFETY MAN LIFT

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS
Foundry & Iron Works
HASTINGS NEBR.



20 years' guarantee, one year's trial. Write
for particulars and information bulletin.

The Challenge Mfg. Co.
MORRIS, ILLINOIS

Car Order Blanks

FORM 222 C. O.
So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book.
Price, 50 cts.

**Grain Dealers
Journal,**
315 So. La Salle St.
CHICAGO, ILL.

Gerber Spouting Has No Equal

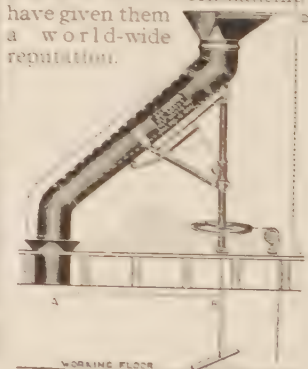


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout
guaranteed as
represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA



Live weevil plus a little Fuma equals
dead ones every time.

**Fumigate Your Elevators and Mills with
FUMA**

The only satisfactory method of treating grain
in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist PENN YAN, N. Y.

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4x6 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

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Saves dockage, time, labor, health and money.
Hundreds now in use in 20 states.

Lowest prices on Flexible Spouting, Car Liners, Grain Testers, Richardson Separators and Cleaners, Corn Sieves, and Brown-Duval Moisture Testers, Electric Motors for Power and Light, Belting Cans and all supplies.

Write for our prices.

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316 Flour Exchange
Minneapolis, Minn.



Could Not Have Handled Oats Crop Without the Boss Loader

"Your loader is all you claim for it. Could not have handled our oats crop without the Boss Car Loader."

Bower & Brown, Broken Arrow, Okla.

Get our catalogs today showing 12 different styles of car loaders, including the Boss Air Blast Car Loader, a pronounced success in the way of a Pneumatic Loader. CANNOT injure grain, large capacity and will load all kinds of grain under all conditions.

MAROA MANUFACTURING CO., Dept. G.

Maroa, Ill.



Improve Your Grain

by having it handled through Bernert Pneumatic machinery. It is without question that no matter in what condition the grain reaches you, it will be highly improved if handled directly by a strong current of air, and this means to have it elevated by a

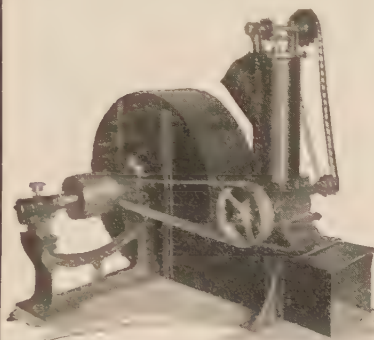
Bernert Pneumatic Elevator

instead of the old bucket system. Further it means the return of big profits to you, the more the inferior the grain you have to handle. The strong air current combined with the friction produced by the rapidly moving grain, each kernel rubbing against the other will give an entirely different look to dirty, musty, new and damp grain and therefore an entirely different grade. The Bernert Pneumatic Conveyor and Track-loader will load your car several hundred feet, whether it is on the level or from the basement of your elevator. Positively no grain injured. For further information write to

Bernert Mfg. Co.

759 33rd St.,

Milwaukee, Wis.



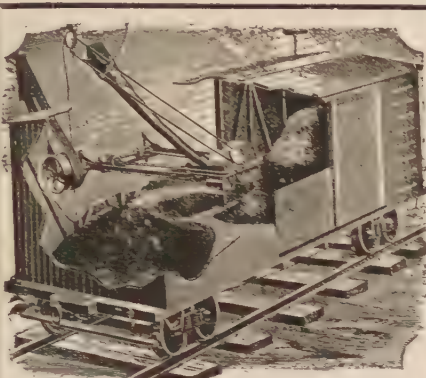
9,000 BUSHELS PER HOUR

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.



Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net bushels and pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

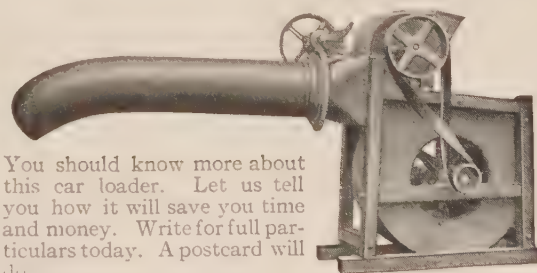
The Mattoon Car Loader and Grain Cleaner Combined

will not only load your car to full capacity, but it will actually better the quality of the grain. Special attention has been paid to the loading of the center of the car, for here all other methods of loading allow a deposit of dirt and grit which cause off grade and sometimes heating. The fact that the spout continuously travels in a semicircle assures even distribution throughout the car. The heavy current of air to which the grain is subjected naturally renders it pure, clean and cool, in this way assuring the best possible grade.

A Few of the Many Features of the "MATTOON"

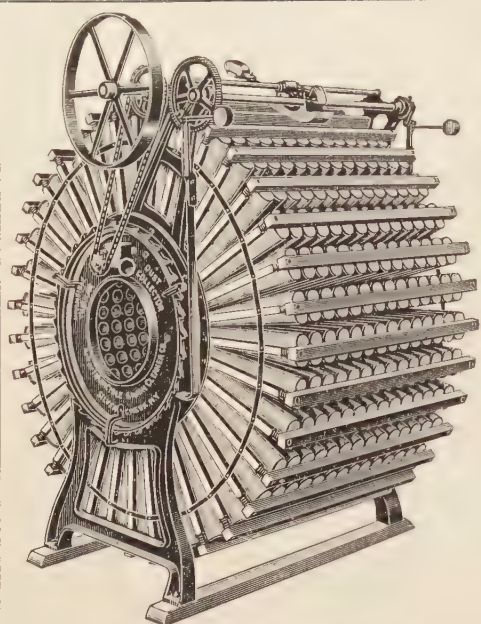
Does not mill or crack the grain.
Will fill largest cars to full capacity, without any labor in the car.
Strong and durable, automatic in action and requires no attention after starting.
Cools and dries the grain as it passes through the air.
Inferior grain after passage through the Mattoon, is materially raised in grade.

Mattoon Grain Conveyor Co., Mattoon, Illinois



You should know more about this car loader. Let us tell you how it will save you time and money. Write for full particulars today. A postcard will do.

Your Elevator's Wants Are Supplied in These Columns



Good-by Dust!

Here is what you have been looking for—the

Invincible Tubular Dust Collector

It lets the air escape but catches all the dust. Every row of tubes automatically cleaned every revolution of the drum—always in perfect working condition.

All dust and dirt mechanically loosened from tubes and removed from machine through conveyor.

A great labor saver and economizer—tubes are easily removed when desired.

No rattle and bang with this dust collector—runs as smoothly and noiselessly as an electric motor. Experts say it is a wonder.

*Write for our catalog and prices
on this new Invincible machine*

Invincible Grain Cleaner Co., Dept. 4, Silver Creek, N. Y.

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CLEVELAND, TENN., 2310 Church St., J. H. Bates

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KANSAS CITY, MO., 234 Exchange Bldg.,
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Strong-Scott Co.

PHILADELPHIA, PA., 25 S. 61st St., C. Wilkinson

TOLEDO, OHIO, Jefferson House, Chas. H. Sterling

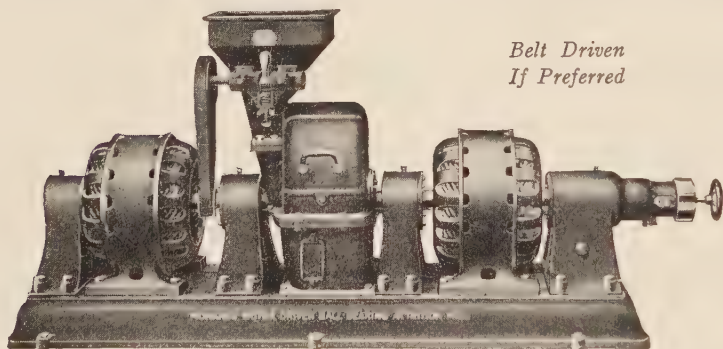
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King, Pacific Coast Rep.

All Questions Answered by the Test of Time

Actual experience has proved the absolute truth of every claim made for the economy and efficiency of

The MONARCH BALL-BEARING ATTRITION MILL



*Belt Driven
If Preferred*

Monarch  Quality

Write for Catalog D No. 115. It tells the "why" and "how" of this mill.

Then let us tell you what it is doing for others and what it will do for you.

Mill
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Engineers

P. O. Box No. 26

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GRAIN DRYERS—All sizes, CRUSHERS,
SHELLERS and MILLS CONVEYORS
and ELEVATORS, CHAIN BELT and
SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

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OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

The
Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,
Richardson Automatic Scales,
Knickerbocker Dust Collectors



Grain Dust is a Fire Hazard

Wherever it settles.

It's a Dangerous Explosive

Exposed to ignition by spark and spontaneous combustion, a constant menace to life and property.

The only SANE, SAFE thing to do is recover the dust with an all-metal fireproof

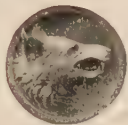
"Knickerbocker Cyclone"

Write for Catalog.

The Knickerbocker Co., Jackson, Mich.

You Ought to Know

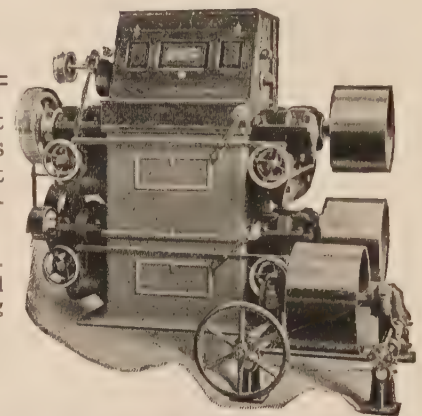
WOLF FEED ROLLER MILLS



There's something about Wolf Feed Roller Mills that wins the heartiest approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

THE WOLF COMPANY
CHAMBERSBURG, PA.



U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.

Improve Your Dust Conditions

Reduce
Harms and

Clark's All
Collectors

Highest

Reason-
able in
Price

Adjustable

Fire Haz-
Explosions

Metal Dust
Will Do it

Efficiency

Occupies
small
space

& Controllable

For Full
Particulars
Write



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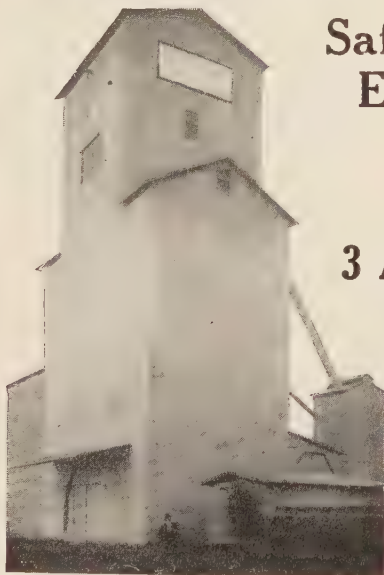
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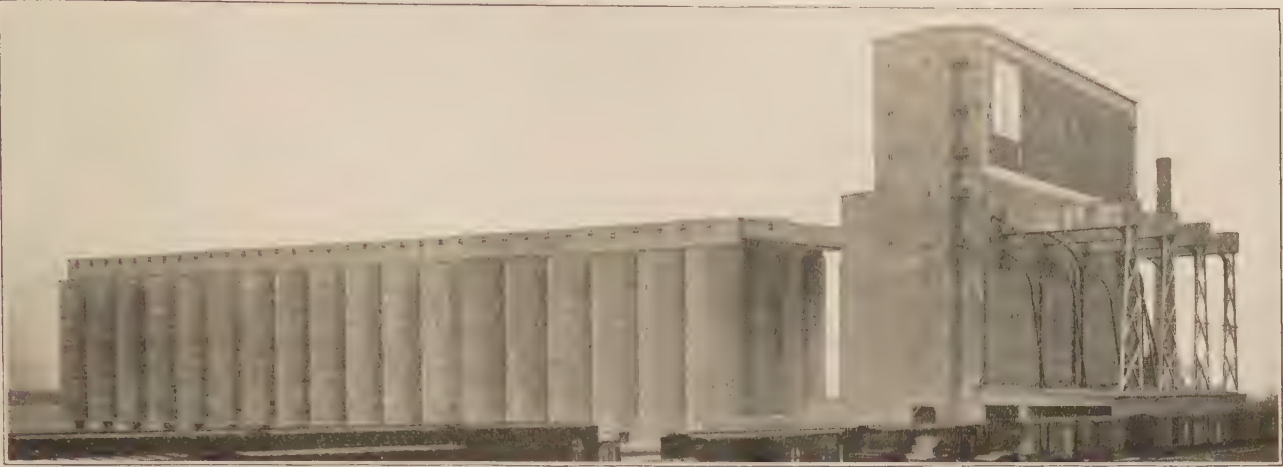
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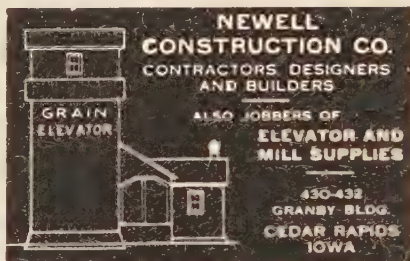
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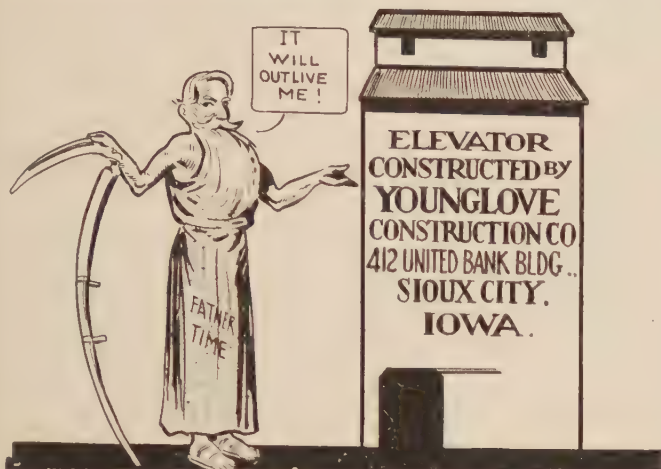
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AT A GLANCE

Direct Reduction Grain Tables

32 lbs. per bushel—OATS

56 lbs. per bushel—SHELLED CORN

60 lbs. per bushel—WHEAT

70 lbs. per bushel—EAR CORN

75 lbs. per bushel—EARS CORN

At this season of the year when the wagons are lined up at your elevator, every minute saved in handling the loads increases your receiving capacity. You can prevent many costly errors and save a great deal of time by using our

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This box frame contains five cards with marginal indexes, giving reductions of any number of pounds from 100 to 5090 by 10 pound breaks, for Oats at 32 lbs.; Shelled Corn, 56 lbs.; Wheat, 60 lbs.; and Ear Corn, 70 lbs. and 75 lbs. to the bushel. Figures are printed in bold faced type which can be read easily from a distance, and put up in a slotted basswood frame with glass front, so that the table needed may be placed in front. The frame not only protects the cards, but keeps the set in compact form so it may be hung near the scale beam for ready reference. Size 12x12 inches. Price \$1.50.

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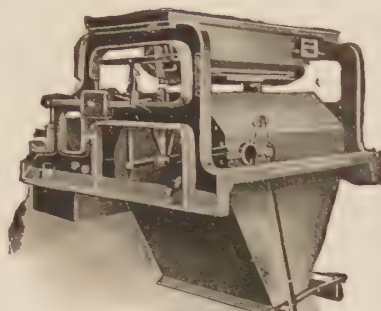
Operates successfully on cheapest fuel oil.
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After Walt Mason

(A long way after)



Do you weigh your grain, my brother? Or simply let it slide? Do you trust it to another, to weigh after its ride? Do you put it thru a hopper and forget to count the dumps? If you do you'll come a cropper and get troubled with the jumps. Get a RICHARDSON; be happy. Load the duty onto it. It does the

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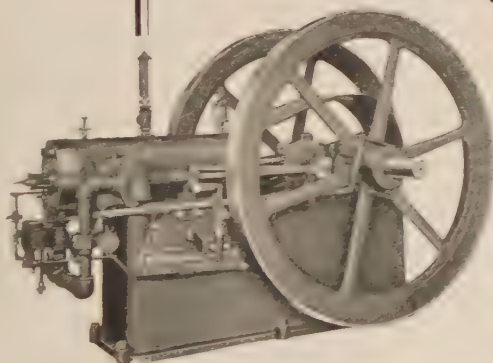
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We can make prompt shipments from stock or build new engines to your specifications.

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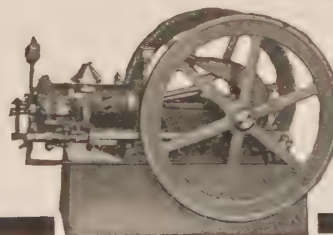
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A new and improved basket in sizes from a bushel up.

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Crush ear corn (with or without shucks) and grind all kinds of small grain.

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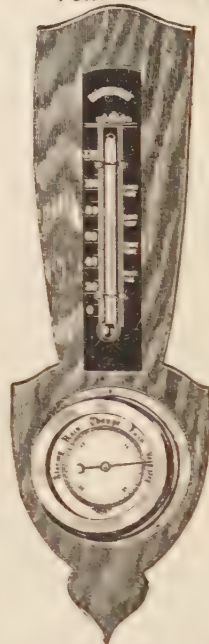
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Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

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NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

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Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

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Learn *your* lesson from the Edison fire. Be sure the next structure you build is of concrete. Economy and good judgment *demand* the use of concrete.

Essential in the construction of modern reinforced concrete buildings, is good Portland Cement. A brand which has stood the test of time—a cement which has been specified and used by architects and engineers in work both great and small for the past seventeen years, is CHICAGO - AA Portland Cement.



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We will send a copy post-paid for **50c**

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

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The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

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KELSO, OKLA., elevator for sale; capacity 10,000 bu. All new machinery put in last season. Located in good grain belt. Write; bargain. T. L. Gilles, Kelso Okla.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

MINNESOTA—Elevator for sale; 25,000 bushels capacity. In good condition. Located in good grain country on siding five miles east of Breckenridge, Minnesota. For particulars and price write Red River Milling Co., Fergus Falls, Minn.

NORTHWESTERN OHIO elevator for sale. In corn and oats belt; cap. 20,000 bus. Grinder in connection; also coal, feed and flour. Handles 200,000 bus. per year. Price \$7,000. Selling on account of health. Address Box 36, Custar, Ohio.

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This elevator is on private property with trackage on both sides and has free switching to four trunk lines.

Will make favorable terms and accept good land in part payment.

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SOUTHEAST NEBRASKA elevator for sale. Good territory; main line; crop prospects excellent. Write A. C. K., Box 11, Grain Dealers Journal, Chicago.

INDIANA—To close an estate a splendid elevator will be sold to highest bidder on or before June 19th. Write Jeannette Huffer, Executrix, Yorktown, Ind.

KANSAS 10,000 bu. cap. Fine Grain section. Will exchange for good stock farm in S. E. Kansas or N. E. Okla. S. A. Box 9, Grain Dealers Journal, Chicago.

SOUTH DAKOTA—A good cribbed 35,000 capacity elevator with good 1,500-bu. corn crib. Must be sold at once. Location, Tripp, S. Dak. Address Raugust & Raugust, Emery, S. Dak.

CENTRAL INDIANA elevator with good COAL & FEED trade as well as GRAIN located in good grain country on three railroads; private grounds & switch; will sell cheap if taken at once. Write Bargain, Box 4, Grain Dealers Journal, Chicago.

TENNESSEE new elevator in Memphis, well located, forty thousand capacity; electric power. Have hay warehouse adjoining, sixty cars capacity; good trackage. Will sell or rent. Write Taylor Grain Co., Memphis, Tenn., if interested.

SOUTH DAKOTA—One 18,000-bushel elevator and feed business in good town of about 650 on the C. M. & St. P. Ry. in southeastern South Dakota, located in best grain territory in the state. Write Mann, Box 10, Grain Dealers Journal, Chicago, Ill.

IOWA—Two modern elevators for sale. Located in best grain territory in northwestern Iowa. Finest prospects we have ever had. Attractive price for quick sale. Address Tyde, Box 10, Grain Dealers Journal, Chicago, Ill.

MINNESOTA—Grain elevator for sale in good first-class condition; all hopper bottom bins and can be bought at a bargain. a good Western Minnesota town; elevator Write or apply in person to Wm. F. Converse, care Hallet & Carey Co., Chamber of Commerce, Minneapolis, Minn.

SOUTH DAKOTA—One modern and up-to-date 35,000-bushel elevator. Feed mill in connection. New 20-h.p. Fairbanks Oil Engine. Handles 130,000 bushels annually. Best wheat and corn section in South Dakota. Splendid Ry. accommodations. For further particulars address Soo, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS TO LEASE.

WANTED to lease elevator and hay business, coal and side lines in Indiana, Ohio or Illinois, or have a few thousand to invest with services. Write Queen, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WILL EXCHANGE ½ section Perkins Co. land for elevator and lumber yard. Address Box 366, Hettinger, N. Dak.

WANTED—Central Illinois or Indiana elevator, handling 150,000 bu. or more. Give full particulars and price. Address J. W. Moberley & Sons, Windsor, Ill.

WANTED to buy elevator in Indiana or Ohio. Prefer one small in small country town handling side lines. Write Brake, Box 11, Grain Dealers Journal, Chicago.

FOR TRADE—160 acres of land at Kodoka, S. Dak., for elevator in northwest North Dakota. Write Roy, Box 10, Grain Dealers Journal, Chicago, for information.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

BROKERAGE ACCOUNTS WANTED

DEALER in Newark, N. J., wishes to connect with good reliable hay shipper. Write Dealer, 810 Broad St., Newark, N. J.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

IOWA BROKERAGE CO., Des Moines, Ia., have for sale 30 elevators owned by one of largest line houses in the country. Some genuine bargains in this lot. Write at once for particulars.

ELEVATORS for sale from \$3,000 to \$25,000. Let me know how much you wish to invest in a plant and I will try and satisfy you. Have a nice line to select from and good, honest propositions that are money makers. Address James M. Maguire, Campus, Ill.

CASH if you want to sell your elevator or other property, any kind, anywhere for cash, write us. We bring buyers and sellers together regardless of distance. Buyers located free. Established 1893. Northwestern Business Agency, Minneapolis, Minn.

MILLS FOR SALE.

CHEAP FOR CASH—28-bbl. sifter mill and feed Burr water power mill. In town close to R. R. Write Pa., Box 11, Grain Dealers Journal, Chicago, Ill.

WISCONSIN mill for sale, or will trade a nice 50-barrel steam roller mill and 10,000 bushel elevator located on railroad and in good running order. Address Opportunity, Box 9, Grain Dealers Journal, Chicago, Ill.

SALT LAKE CITY 150 bbl. mill for sale or lease, city of 110,000; the center of a splendid wheat country; milling in transit privileges, efficient equipment; electrically operated, brick building, good trackage facilities, all in good condition. Write Giles, Box 11, Grain Dealers Journal, Chicago, Ill.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

COMPETENT MILLWRIGHT wants position in elevator. Best of references. Earl Parker, 3413 Sycamore St., Cairo, Ill.

WANT position as Grain Buyer. 15 years experience. Can handle side line. Write B. N. Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED position as Superintendent or Second Man with Grain Elevator. Best of references. P. A. Layton, 511 W. Seventh St., Ft. Worth, Tex.

MANAGER with 15 yrs. experience. Can give good reference. North Dakota Montana or Canada. Good habits. Write Box 152, Hamler, O.

GRAIN BUYER—Wants position; now employed but will change Jan. 1st. References. Desire place in Ia., Minn. or Dak. J. R. Clough, Carlyle, S. Dak.

WANTED position as Grain Buyer of country elevator. Have had 14 years' experience; first-class references. Write N. E. H., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED position as solicitor with reliable grain company to travel in Iowa, Minnesota or South Dakota. Have had the experience and can furnish the best of references. Address Dick, 915 40th St., Des Moines, Iowa.

POSITION WANTED as Manager of an elevator by one with nine years' experience handling grain, coal and live stock. Am at present employed, but desire to make a change. Write Carr, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED position as solicitor with good reliable grain company to travel in Iowa or Southern Minn. territory preferred. 5 years' road experience and 3 years' grain experience; best of references. Write Charles, Box 10, Grain Dealers Journal, Chicago, Ill.

COMPETENT TRAVELING REPRESENTATIVE wants permanent situation with reliable house where there are opportunities. Acquainted Nebraska, Iowa and South Dakota. References. Address Omaha, Box 11, Grain Dealers Journal, Chicago, Ill.

BRANCH OFFICE MANAGER of several years' experience wants connection with first-class house July first. Familiar with all branches of the grain business. Willing to go anywhere. Married. First class references. Address Gray, Box 11, Grain Dealers Journal, Chicago, Ill.

MANAGER wants position with Farmers or Independent company. Thoroughly experienced in the grain and lumber business. Well educated, strictly sober and reliable. At present employed, but want change to better place. References furnished. Alvin H. Young, Crane, Mont.

WANTED a position as solicitor with some good reliable Chicago grain company to travel in eastern S. Dak., Western Minn., and Northern Iowa. 15 years' experience in the grain business; best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

GRAIN AND LUMBER MAN wants position as Manager. At present employed; change of location desired; either Iowa or Illinois. Have had a wealth of experience as Manager. Can furnish bond and references from my present employers. 30 years old, strong and vigorous. A. A. A., Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as manager or 2nd man of grain business; best of references; 5 years' experience. B. W., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED position with Farmers Elevator Company. Have 10 years' experience buying and operating grain elevators. A No. 1 references. Write Rapids, Box 10, Grain Dealers Journal, Chicago, Ill.

MANAGER wants position with Farmers Company. Have had eight years' experience in the business. State all particulars in first letter. Address E. A. D., Box 9, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED capable man to solicit grain for the Kansas City market. State age, experience, references and salary expected. Write E. D., Box 10, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED experienced manager for Transfer Elevator in Indiana; one who can take full charge of buying from Country Elevators and sell to terminal and interior trade; reference required. Give experience and salary expected in first communication. Write Ben, Box 11, Grain Dealers Journal, Chicago, Ill.

AGENTS WANTED.

SELL our guaranteed Rat Exterminator "Rat-Swat." San-O-Zone Chemical Company, Board of Trade Bldg., Kansas City, Mo.

PARTNERS WANTED.

EXPERIENCED MILL MAN with capital enough to buy half interest and manage a first-class corn mill of 3,000 bus. per day. Owner has reasons for selling. Mill in fine shape. J. Albert Smith, 2202 College Ave., Indianapolis, Ind.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

MACHINES WANTED.

WANTED dust collector in good condition; also second hand safe, size about 26x30x48 inches. Beaman Elevator Company, Beaman, Iowa.

WANTED—No. 2 Corn Wall Corn Cleaner and small Hopper Scale. Stafford Grain Co., Cincinnati, Ohio.

WANTED—Alfalfa Meal Packer; give description. Alfalfa Growers Association, Hanford, California.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

MACHINES FOR SALE.

FOR SALE—Dickey & Pease Separator in good condition. Closing out. Johnson & Field Mfg. Co., Racine, Wis.

FOR SALE—King Buck Horn Machine in good condition at a bargain. Address C. C. Norton's Sons, Greenfield, Ohio.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

FOR SALE at reasonable price, Mattoon Car Loader; new; never used. Space would not permit installation. For further particulars apply to J. E. Stock, Berger, Mo.

CAR PULLER, Oat Clipper and Buffalo Hopper Scales; all large capacity. Will sell cheap and all machinery in A No. 1 condition. Knight Bros. Grain Co., Dallas, Tex.

FOR SALE—Double cleaners for grain or seed. Want to close at low price. Hundreds in use by grain men to their entire satisfaction. Write Johnson & Field Mfg. Co., Racine, Wis.

FOR SALE—One No. 39 Clipper Seed Mill.

One No. 3 Monitor Dustless Warehouse separator.

One 3-ton Dormant Howe Scale.

One New Progress Dustless Cylinder, Grain Sheller and Cleaner.

Two Elevator Heads. Marsailles Mfg. Co. maker.

Studabaker Grain & Seed Co., Bluffton, Indiana.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaranteed. Write for Prices at Once.

George J. Noth, Chicago, Ill.
9 South Clinton St.,

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,
431 to 437 So. Clinton St.
Flour Mill and Elevator Machinery,
Chicago, Illinois.

ENGINES FOR SALE.

FOR SALE—50-h.p. Otto Gas Eng. Used 10 days. Davidson & Co., Clasco, Kan.

FOR SALE—10-h.p. Engine and 500 ft. of belting at a bargain. N. D. McEvers, Montezuma, Ill.

HAMILTON CORLISS 125-H.P. in good condition. Had to replace with larger one. Will sell reasonable. Also one 90-H.P. boiler. Perry Mill Co., Perry, Okla.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

FOR SALE CHEAP.

1 12-h.p. Fairbanks-Morse Gas Engine; 1 No. 1 Victor Sheller; 1 No. 7 Bowsher Mill; 3 complete elevators, Belting, Shafting; 12 pulleys, 12 to 52 inches, sprockets and chains. Louis Brackman, De Soto, Mo.

GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

SECOND-HAND REBUILT, 1,500 bushel Richardson Automatic Scale at a bargain. Howe Scale Co., 407 N. 4th St., St. Louis, Mo.

FOR SALE—McLeod Automatic Scale, 1,500-bu. capacity; nearly new; at very low price. Condition O. K. Write today. M. P. Thielen Grain Co., Lucas, Kansas.

SCALES—Overstocked with 2nd hand Refitted Portables—Dormant—Wagon and Track Scales. Send specifications. Write today. Howe Scale Co., 407 No. 4th St., St. Louis, Mo.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL
LA SALLE ST., CHICAGO.

Every penny invested in a Journal "Wanted—For Sale" ad returns an amazing per cent of profit.

DYNAMOS—MOTORS

10 H. P. direct current, 220 volt, electric motor for sale; excellent condition. \$50. Farmers Elevator Company, Yorkville, Ill.

ELECTRIC MOTOR for sale — 20-h.p. Westinghouse, 220 volt, 25 cycle, now running; fine condition. Starting box included. \$185. H. K. Greenman, Room 1260, 53 W. Jackson Blvd., Chicago, Ill.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS FOR SALE.

WRITE US for prices on any motor you need.

We are also motor repair experts. We do repairs quickly and correctly. We guarantee all repair work done by us. Send your work to us, we will treat you right.

Northwestern Electric Co.,
611-15 W. Adams St. Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—Best Grain and Hay Warehouse proposition in Oregon. A money maker for right party. Must sell at once. \$8,000 cash. Will stay and manage. Address Box 185, McMinnville, Oregon.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE

To settle an estate. Wholesale and Retail Grain Business handling seventeen thousand tons annually. An excellent opportunity to purchase a live concern in a good territory. Business established in 1850. Plants located on Boston & Maine R.R. Apply to BOX 14, Worcester, Mass. No Brokers.

ADDRESS WANTED.

WANT address of H. D. LeFevre, formerly of Nebraska City, Neb. Write W., Box 3, Grain Dealers Journal, Chicago, Ill.

IF YOU know where E. H. Cramer of the Cramer Construction Company, formerly at Hampton, Nebr., is located, please communicate with D. L. T., Box 7, Grain Dealers Journal, Chicago, Ill.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

AUTOMOBILES.**AUTOMOBILE BARGAIN.**

FIVE-PASSENGER touring car, with room for two additional seats; 4-cylinder, 50-H.P. Palmer & Singer 1912 model. Run 3,700 miles. Cost \$3,850. Will sell for \$1,500.00 f. o. b. Chicago. Address B.B.B., Box 7, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

FOR SALE—10,000 second hand cotton grain bags holding 2½ bu. wheat; price 12c each f. o. b. St. Louis. Can sell from 100 bags up. Write Foell & Co., 123 Market Street, St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

It is the returns from advertising that permits the maximum of service to our readers. Please specify the *Grain Dealers Journal* when writing an advertiser.

OUR advertisers are helping us to improve Grain Trade conditions. **SHOW YOUR APPRECIATION**, Mention G. D. J.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand
Wire or Write for Samples and Prices
HUHN ELEVATOR COMPANY
Chamber of Commerce, MINNEAPOLIS, MINN.

Profit and Loss**GRAIN DEALERS JOURNAL**

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may increase my profits and avoid losses by keeping well-posted, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year's subscription.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

SEEDS FOR SALE—WANTED

GRAIN WANTED.

WE ARE in the market for choice White Red Cob Corn. L. D. King, Covington, Ga.

WANTED heavy, bright Montana oats and Barley. Lewis Grain Co. Chamber of Commerce, Buffalo, N. Y.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

SCREENINGS WANTED.

WANTED—Green Pea Screenings or broken Green Peas. Send sample and price. Buffalo Cereal Co., Buffalo, New York.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SEED CODE WANTED.

COPIES American Seed Trade Code wanted. State condition and price. Address W. B. G., Box 2, Grain Dealers Journal, Chicago, Ill.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

In Seeds, Toledo Leads

Toledo is the only market where futures of clover, alsyke and timothy are traded in actively. Trades made in 50-bag lots and multiples. Usual wide range of prices during season offers investment opportunities. Further information on request.

SOUTHWORTH & CO.,

Second National Bank Building. Toledo, Ohio

THE ILLINOIS SEED CO.

CHICAGO, ILL.

WE BUY AND SELL

FIELD SEEDS

Ask for Prices. Mail Samples for Bids.

NUNGESSER-DICKINSON

SEED CO. NEW YORK, N. Y.

EXPORTERS AND IMPORTERS

GRASS and CLOVER SEEDS

A SEED DEPARTMENT WILL ADD TO YOUR PROFITS

Buy well ahead from actual wholesale seed growers to receive lowest prices on highest quality. Write today to

KELWAYS, LANGPORT, ENGLAND

Fostoria Grain Co.

SACKED GRAIN A SPECIALTY

Wire for prices

Ship any line

FOSTORIA, OHIO

SEEDS FOR SALE.

FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

ALFALFA SEED direct. Samples and growers price on request. J. L. Maxson, Buffalo Gap, S. Dak.

CANE SEED, white kaffir corn, millet seed, cow peas and rape seed for sale. Chesmore Eastlake Mer. Co., St. Joseph, Mo.

WHITE BIENNIAL SWEET CLOVER for sale. We have several grades at very low prices. O. M. Scott & Sons Co., 3 Main St., Marysville, Ohio.

SUDAN GRASS—Reliable Seed. Wholesale quantities. Advise quantity you can use for immediate delivery. Can fill straight car orders uniform seed. C. Ulery, Lubbock, Texas.

BROME GRASS SEED—North Dakota grown—quack free. Flint Corn—White or Yellow—North Dakota grown. D. D. Simmons Company, Moorhead, Minnesota.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

WANTED a few hundred bags of timothy seed from Southern Iowa and Northern Mo. points. Send samples and price of seed. J. W. Richards, Ferris, Ill.

L. Teweles Seed Co.

Grass and Field Seeds

MILWAUKEE - - WISCONSIN

CRIMSON CLOVER

I. L. RADWANER

NEW YORK

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

"MAY BELL" Brand Pure Field

WE BUY SEEDS WE SELL

ROSS SEED CO., Louisville, Ky.

By concentrating your advertising in THE GRAIN DEALERS JOURNAL you can cover the Grain Dealers of the country at one cost.

Directory Grass Seed Trade

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Missouri Seed Co., who. exp. and imp.
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Louisville Seed Co., clover and grasses.
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PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.
ST. JOSEPH, MO.

Mitchell Bros., grass and field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

ALFALFA THE GREAT SOIL IMPROVER

It's nearly time to begin thinking about your seed supplies for fall sowing, especially alfalfa. There's going to be a good trade in alfalfa.

We are working up an advertising campaign for dealers to use with the farmer. It will get the business. We want to tell you about it.

Do you receive our market cards every week?

THE
ALBERT DICKINSON CO.
Seed Merchants
CHICAGO



**Carries
Heavy
Overloads
Without
Overheating**

This G-E Motor drives three feed mills for the Hecker-Jones-Jewell Milling Company at Buffalo, N. Y. It is a 35 h. p. Form K Induction Motor. This type of motor is especially adapted for use in flour mills or other places where absence of sparking is essential.

**Quick
Starting**

**Simple
Sturdy
Efficient**



The adoption of electric motor drive for grain elevators and flour mills is steadily progressing, owing to the economy of operation, simple construction and high efficiency of the motors designed for this purpose.

G-E motor drive cuts down operating expense by curtailing power losses, reducing upkeep and increasing production.

Bulletin 4976 contains valuable information—Send for your copy

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For Michigan Business refer to General Electric Company of Michigan, Detroit.
For Texas, Oklahoma and Arizona business refer to Southwest General Electric Company (formerly Hobson Electric Co.)—Dallas, El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

Motor Agencies in all large cities and towns,

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JUNE 10, 1915

FOUND—One car of barley, C. M. & St. P. R. R. 58696. Owner is respectively referred to "Letters," this number.

BY SENDING US the grain trade news of your section occasionally you encourage your brother dealers elsewhere to do likewise, and assist us in making the Journal of more interest and value to the trade. We want and need your cooperation. Let us hear from you.

TAXATION OF THE grain dealer in the different states varies so widely, and is administered with so little fairness or justice it would seem advisable for the members of the trade to devise some equitable system which could be adopted by all states, with fairness to every member of the trade.

WHEAT HAS BEEN threatened with all kinds of calamities during recent weeks, any one of which would ordinarily boost the market, still prices continue to sag in the absence of active buying by the foreigners. Jack Frost is credited with nipping spring wheat, while black rust, red rust, Hessian fly and continued rains is credited with damaging the winter wheat crop. The general sentiment seems to be that we are sure to have such a large crop, despite any damage which may result, that the market will be dominated by the price we can obtain for our exportable surplus. No dealer can afford to take long chances. When you buy grain hedge or sell it.

THE OHIO news columns of this number of the Journal indicate that local hardware stores have had a big demand for scoop shovels. Who is to blame?

"NO INSURANCE" is the distressing statement closing the report of an elevator fire at Sullivan, Mo., this week. The grain dealers loss was about \$13,000. In these days of reliable mutual fire insurance companies, which insure grain elevators and contents at cost, no dealer is justified in carrying his own risk of fire.

THE KANSAS AGRICULTURAL COLLEGE has chartered a special train to tour the state in the interest of fighting the Hessian fly. The pest will be the subject of lectures delivered at wayside stations for the benefit of farmers and larger crops. Every grain man should do his part in assuring a large attendance of farmers when the train rolls into his station.

RATS are shown to be dangerous in other ways than fire originators by the Wisconsin news columns of this number. Two men have been bitten by the vicious vermin, with fatal results in one instance and extreme danger of infection in the other. This cause, in addition to the fire hazard and grain destructive ability of the little pests, should be sufficient to warrant every elevator operator in waging bitter warfare against the pest.

A MINNESOTA ELEVATOR man, who was on the job looking after his elevator, smelled something like burning wood, so he stopped the machinery and made a search, with the result that he finally found the smoke coming out of the elevator head of a small leg attached to the cleaner, used to re-elevate grain for the second cleaning. The pulley in this elevator head, needless to say, was a wood pulley, which is proscribed by all mutual fire insurance companies.

COOPERING CARS FOR railroad companies is not the business of the grain shipper, still it is not well for the grain shipper to entrust his grain to any old car, without carefully inspecting it, and coopering it when necessary. The Interstate Commerce Commission, in a recent decision, published elsewhere in this number, reiterates its contention that "it is the duty of carriers to furnish cars suitable to transport in safety traffic which they hold themselves out to carry, and this duty is not fulfilled when carrier furnishes a car requiring cooperage to prevent grain leaking in transit." So long as shippers accept old, worn out cars for the transportation of grain, they must expect the train crew to tender them. If all shippers without exception would refuse such cars, they would soon be sent to the repair yards, and all shippers would be relieved of expending so much for labor and material in putting cars in fit condition to transport grain.

WHEN YOU SEE a car leaking grain in transit, give us the essential facts, and we will try and deliver them to the shipper, in the hope that he may be able to collect for his loss.

BARRELS OF SALT water, placed at convenient points about the grain elevator, earn a pleasing credit from mutual fire insurance companies, because experience has proved that more fires are extinguished in their incipency as the result of the installation of barrels of salt water and buckets than all other fire fighting apparatus combined, therefore it is gratifying to note that grain dealers are installing this fire fighting apparatus in ever increasing numbers.

AN OHIO OWNER of a grain elevator and mill, as is noted in our news columns this number, has obtained a verdict against the Panhandle for nearly \$40,000, because the railroad is alleged to have set fire to the property by sparks from a passing locomotive. Spark arresters and fireproof roofs and siding will stop fires of this character and relieve both the railroad and elevator men of the losses and worry due to such fires.

BOOTS IN THE elevator pit were long considered of little importance, and not much attention was given to their improvement, until finally a builder, in an investigating turn of mind, discovered that the boot was responsible for all the choke-ups. Since then many improvements have been made in the way of nonchokable boots, and the elevating capacity of legs has been greatly increased, so that farmers no longer find it necessary to wait to unload at the up-to-date elevator. The many recent improvements in mechanical facilities in the country elevator has not only reduced the manual labor necessary to operate such a plant, but it has greatly reduced the cost of operation and worry.

THE DIFFERENCE in the cost of handling grain thru an elevator which is run by steam power and the same elevator when operated by an oil or gasoline engine, seems to be much more than grain dealers have generally supposed. An Illinois correspondent, who recently changed from steam to oil, and built his engine house 20 ft. away, succeeded by this change in reducing the cost of his insurance from \$4.75 to \$2.10 per hundred. This reduction of itself should be enough to warrant every elevator man making the change, and thus reducing the fire hazard of his plant. Recent investigations present convincing evidence that the steam plant cannot be operated in small units at near as low a cost as can the gasoline or oil engine or the electric motor, so it would seem to be up to every country grain elevator operator, who is struggling along with steam power, to discard it and save money.

GRAIN THIEVES who have long plied their trade at Peoria were surprised recently with a sentence calling for penitentiary terms. The weighing departments of other markets would attain more success in checking pilfering, if the prosecution of the pilferers were more vigorous.

THE SO-CALLED system of accounting, devised by the paternalistic Agricultural Department, for co-operative elevator operators, is receiving anything but commendation from men experienced in keeping accounts of country elevators. The system is so complicated and involved that the average manager will be compelled to hire a bookkeeper or devote all of his time to the accounting. Many business houses have heeded the demand for more system, until they discovered that too much system was wrecking the business. Completeness is obtainable without complexity, and simplicity is absolutely necessary for an understanding and the little spare time at the disposal of the average elevator manager.

THE INABILITY of the average headline writer on the daily newspapers to distinguish the difference between selling grain or cotton for future delivery and betting on the rise or fall of the price of these commodities, causes them to make many statements which are not true. The courts have frequently held that if either party to a sale and purchase of any commodity for future delivery enters into the contract in good faith and with the full intention of making delivery, then the contract is binding on the other, even tho he entered into it believing that he was only betting on the rise or fall of the market. So many courts have taken this same view of future trading, that it does not seem probable that any supreme court will ever take a different view of the legality of future trading.

SOME OF THE lake transportation lines whose rails do not extend to western lake ports, maintain that their rail lines do not compete with the water transportation companies, hence they will fight all efforts to force them to dispose of their lake boats. While the Lehigh and the Lackawanna may not operate rail lines to western lake ports, they are still transporting freight billed all rail and interested in having all grain shipped by rail. A few more years of railroad management of lake transportation lines and the people would be robbed of any advantage they ever had as the result of the millions of dollars expended by the government in improving the navigation of the Great Lakes. Shipments from Lake Michigan ports to Lake Erie ports have been steadily declining, because the railroads have managed the lake transportation lines for the purpose of diverting traffic to the rail lines.

WESTWARD THE bulk handling elevator is forging its way, and slowly but surely the bag handling methods of the Pacific Coast are being discarded. Idaho, where the two systems overlap, will soon prove to the warehouseman that he is behind the time, because the economical grain grower will haul his grain to the bulk handling elevator to save time and bags.

WIND STORMS AND tornadoes must be taken into consideration by every man who erects a studded elevator, as such houses when empty are not usually well enough braced to resist a strong wind. The grain elevator is generally built off by itself, and it is so large that it gets the full force of any windstorm chasing about its vicinity. Not only should studded houses be doubly well braced, but they should also be well insured against tornadoes.

CHANGES IN grain freight rates are made so frequently, it behooves shippers everywhere to watch closely, lest they be caught napping. The more vigilant the grain shipper, the more reasonable will be the freight rates, and the more frequently will he get the full advantage of every technicality of each schedule. The freight officials of the railroads cannot be expected to study each schedule in the interests of the shipper. They are working for the carrier and care little whether the shipper gets what it was intended to give him thru the schedule or not.

THE CONTINUED execution of Bs/L by grain shippers may estop them from claiming they did not know the contents of the B/L, at least the Appellate Court of the Third District of Illinois has so held in a recent decision, and the court further stated that such filling in of Bs/L may be accepted as evidence of shippers knowledge of the contents thereof. This would make all of the unreasonable and unfair conditions of the B/L binding on the shipper. It has long been the practice of common carriers to burden shippers with all the conditions possible, so as to escape liabilities which they should readily assume in accepting grain for transportation. Let station agent fill in B/L and sign it after the car is loaded. That is his work.

"NATURAL SHRINKAGE," that old bugaboo some of the railroads have been trying to force on shippers of late years, is again to be given the test of the courts, an Omaha shipper having recently sued the Illinois Central for the amount deducted from claims for loss of grain in transit. Up to the present writing all decisions have been to the effect that the railroads must deliver what they receive. The common law and many state laws, as well as several decisions and the rulings by railroad commissions, are to this effect. Many of the railroads have already abandoned all effort to force this dockage upon the grain shippers, and the time cannot be far distant when none will longer seek to secure recognition for this unjust exaction.

THE LETTING OF contracts for new elevators to barn builders has resulted in a number of grain dealers paying more for their new plant than they could have obtained a first class elevator for from a reliable builder. One barn builder who recently secured a Kansas contract by underbidding an established bidder \$300 for the job, had drawn the full contract price before the roof was on or the machinery installed, but sympathy or his misjudgment prompted the dealer to advance the \$500 more necessary to complete the job. The barn builder purchased his material from local dealers at retail prices, and was charged a stiff price for all machinery, because he had no standing in the business world. It is not certain that the elevator will run when the barn builder finishes with it, but it is certain that he has already collected the money. The sweetness of low prices can never be depended upon to offset the bitterness of the delayed completion of a poor elevator. The reliable builder who has wide experience in the erection of grain elevators, invariably saves the dealer much more than his profit in the cost of constructing the elevator, and when the house is completed it is generally a delight. Some dealers have been so deeply disappointed, and so frequently, in the elevators constructed for them that none now let a contract without detailed plans and specifications, so that they may know and insist on getting a house suited to the needs of their business.

MISSOURI POLITICIANS perversely persist in trying to make trouble for the weighing departments of the St. Louis Merchants Exchange and the Kansas City Board of Trade. These weighing departments are supported and endorsed by the shippers of grain, who pay fees for the supervision of the weighing of their grain. None have ever been known to complain of or protest against the payment of the fee. The weights obtained are so much more satisfactory than before the establishment of these supervising bureaus, the grain trade cannot afford to consider the discontinuance of the supervision. The work has proved beneficial to the two markets, as well as to the country shippers and eastern buyers. Notwithstanding this fact the Attorney General of Missouri has instituted a suit against the Exchange in the Supreme Court of the state, designed to compel the exchange to cease weighing grain, and maintaining a bureau for that purpose. This crafty politician also threatens to begin a similar proceeding against the Kansas City Board of Trade. The only thing to be gained by the politicians seems to be more sinecures for the ward workers. Politicians have not yet been known to possess an earnest desire to render efficient or valuable service to the public, and the Missouri politicians cannot be expected to render any better service than they did years ago, when the two exchanges found it necessary to establish disinterested supervision of weights, in order to maintain their trade.

Uniform Trade Rules Needed.

Notwithstanding the grain trade now recognizes about fifty trade rule making authorities, its members are not so confused and confounded by varying and conflicting rules as one would naturally suppose. The rule making committees of the grain exchanges and shippers associations are guided by a desire to draft rules which shall be fair to all parties at interest, hence it is but natural that there should be a close resemblance of different rules bearing on the same subject, and what is even more gratifying, each change in the rules of any organization brings all trade rules nearer to the uniform requirements.

At the time of the first reorganization of the Grain Dealers National Ass'n, it was designed and provided by the new constitution and by-laws, that direct membership should be confined strictly to central market receivers, and that affiliated membership should be granted only to country elevator operators, who were members of shippers associations. It was also agreed that shippers associations should confine their membership to operators of country elevators. In this way it was designed to obtain both revenue and representative membership for the National Ass'n, which should be the leader in drafting rules for controlling grain transactions. By making it thoroughly representative, and relieving it of the necessity of working to induce terminal market receivers to become members, it was expected that it would have ample

funds and time to draft rules of trade which should be so fair to all interests in the trade, and that its rules would soon be adopted by all grain trade organizations and thus insure uniformity, which is absolutely necessary, if ever the dealers of different sections are to have a clear understanding of what is considered fair and equitable by members of the trade in other sections of the country.

Uniformity of trade rules would not only simplify the business and reduce the opportunity for honest loss, but would also prevent many misunderstandings which are now common and minimize the losses occasioned by careless misunderstanding of what the other party to the contract intended.

Each new crop diverts trade into new channels and both buyer and seller do business under new conditions and with men who have different ideas of methods, customs and what is proper. In view of this fact, it would seem of advantage to the trade that some steps be taken to bring about uniformity, which is sure to prove of help to all sections of the trade.

Coming Conventions.

June 22-24.—American Seed Trade Ass'n at San Francisco, Cal.

June 30-July 1.—Ohio Grain Dealers Ass'n at Cedar Point.

July 6, 7, 8.—National Hay Ass'n at Niagara Falls, N. Y.

Oct. 11-13.—Grain Dealers National Ass'n at Peoria, Ill.

The Cost of Handling Grain.

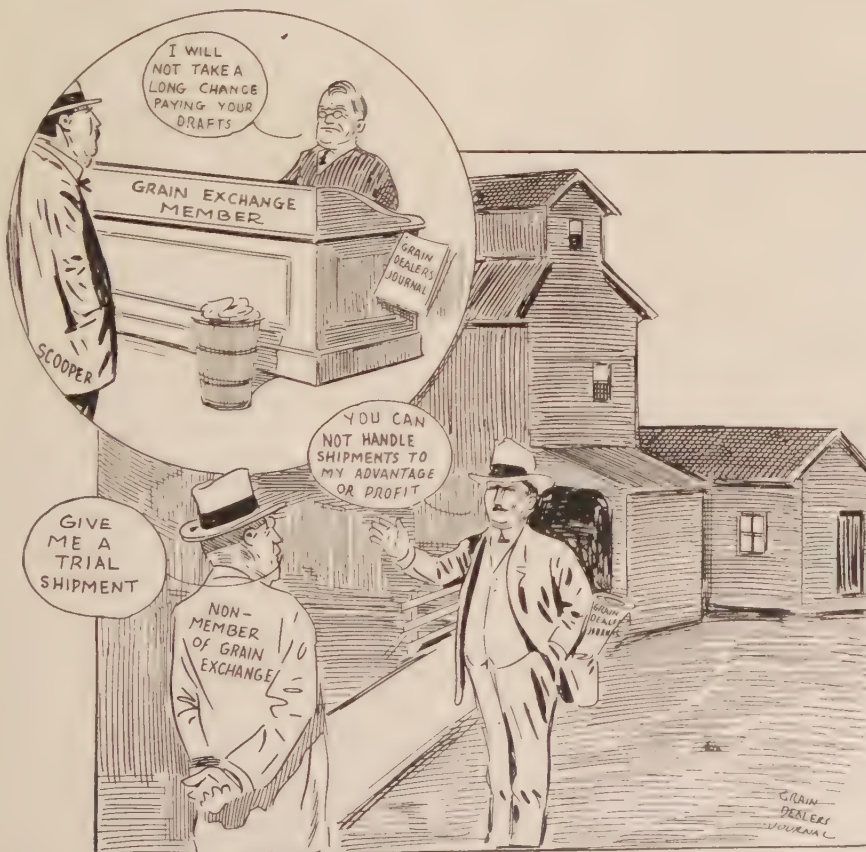
Every grain elevator operator who is interested in determining how much it is costing him to handle grain thru his house, owes it to himself to read carefully the able address of Mr. Butler on "The Cost of Handling Grain Thru the Elevator," which is incorporated in our report of the Indiana meeting, this number.

Two new factors in the cost of conducting a grain business have been investigated by Mr. Butler, and given a more prominent place than any grain dealer was disposed heretofore to grant them. The first is the loss sustained by the country grain shipper as the direct result of his shipments missing grade. Many shippers are in perpetual controversy over discounts, but seldom do they take the loss due to misgrading into account when computing the cost of doing business. When every shipper makes it a point to keep a record of every loss due to misgrading of the grain of any crop, then all will know how large a factor it is in wiping out their profits.

Shrinkage of grain between the wagon scale at country elevator and the hopper scale at terminal market, due to natural shrinkage, waste and loss of grain in transit, is another factor which ordinarily is seldom given consideration. Careful investigation by Mr. Butler has disclosed the fact that the loss due to this cause is large, and must be watched carefully, lest it alone wipes out all the dealer's profit.

The figures obtained by Mr. Butler from the books of different elevators prove conclusively that the average grain dealer has not only been doing business without profit, but he has also been paying his own living expenses. Read the article and write us how much you have lost in handling the 1914 crop.

OBSERVERS OF grain trade conditions everywhere are beginning to recognize the folly of overbuilding of elevators at country stations, and commenting quite persistently on the advisability of the adoption of restrictions which shall keep competition within reasonable bounds. The strong demand for elevator sites on railroad right of way no doubt is in a measure responsible for the unreasonable increase in rentals charged by railroad companies. The advance in rents, however, is not made by the railroad companies in hope of reducing the number of elevators. The railroads simply want more revenue. If the carriers consulted the interests of the elevator men, they would refuse to grant a site at any station where the applicant was not assured at least an annual business of 100 cars. At present the established business of many dealers and the value of their property is wantonly destroyed by the unreasonable desire of somebody to break into the grain business, regardless of opportunity or prospect.



Profitable Reciprocity.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Want Information on Pneumatic Handling.

Grain Dealers Journal: Has the Journal printed any matter descriptive of the pneumatic handling of grain? We would like to have the addresses of firms manufacturing or installing pneumatic grain handling machinery.—Theodore Kipp Co., Winnipeg, Man.

Ans.: A 4-page article profusely illustrated on pneumatic grain handling was published in the Grain Dealers Journal Sept. 10, 1914.

Can Contract Be Enforced?

Grain Dealers Journal: We bot by wire a certain number of bags, and a few days after the wire we received a letter confirming the trade, but we failed to notice a printed stipulation under the address in the letter stating in substance, "If the ship carrying these bags is sunk, we do not assume any responsibility for failure to fill contract."

Seller claims the ship was sunk and offered to ship a few bags and cancel order. We refused this offer and now the bag company will not fill the contract. Did not the exchange of telegrams complete the contract? Did the clause in the confirmation alter the contract?—D. L. Barwine.

Liability of Telegraf Co. for Delay?

Grain Dealers Journal: Can the Journal refer us to any case that would aid us in collecting a claim we have against the Western Union Telegraf Co. owing to unreasonable delay in transmitting a message? We believe this claim is collectable and we are trying to prepare a strong case.—Morris-Parry Grain Co.

Ans.: Shipper recovered against the telegraf company for delay in the following cases: Markley v. W. U. Tel. Co., Supreme Court of Iowa, 141 N. W. 443; W. U. Tel. Co. v. Glenn, Court of Civil Appeals of Texas, 156 S. W. 1116; Postal Tel. Cable Co. v. Louisville Cotton Seed Oil Co., Court of Appeals of Kentucky, 131 S. W. 277. See also the decision of the Supreme Court of Nebraska in favor of C. B. Nash Co., published elsewhere in this number of the Journal.

Recovery for Shortages?

Grain Dealers Journal: Has the Journal any record of suits brought by shippers against any of the eastern line railroads for shortages in shipments which arrived at destination under original seals and in good condition? We believe the Journal is in position to give us some information and if it has any record of instances where suit has been brought by the shipper against the railroads and which was decided in favor of the shipper we would be glad to have such information.

We have presented a number of claims and have collected in some instances, but some of the roads, especially the eastern lines, still maintain that they are not liable when cars arrive under the original seals and in good condition.—H. M. C.

Ans.: Shippers recovered against the carrier for grain lost in transit in the following cases reported in the Grain Dealers Journal: Harold v. Santa Fe R. R. Co., page 323, Mar. 10, 1915; Justin Mill & Elevator Co. v. Gulf, Colo. & S. F. R. R. Co., page 307, Aug. 25, 1914; St. Anthony & Dakota Elevator Co. v. Great Northern R. R. Co., page 909, Dec. 25, 1914; and Northwestern Elevator Co. v. Great Northern Ry. Co., page 468, Sept. 25, 1913.

How Get Rid of Weevil?

Grain Dealers Journal: I have some weevil in my house and would like to know what should be done to get rid of them.—E. H. Hanson, McMinnville, Ore.

Ans.: Clean the elevator thoroly. Then make all windows and doors air-tight, send to Edward R. Taylor, of Penn Yan, New York, for some of his Fuma-Bisulfid, and get a number of saucers or soup plates, placing them at frequent intervals about the cupola and above the bins, and then on lower floors and lock up the plant Saturday night and leave it stand until Monday morning.

Fire, sparks or flames must be kept away from this gas, as it is powerfully explosive. It is heavier than air, and will go down thru the grain in the bins and kill all animal life there. When you come to open the plant Monday morning, see that it is aired thoroly before you enter.

In about two weeks apply the Bisulfid again, as the larvae will by that time have hatched out a new lot of bugs. Ordinarily three applications will give an elevator relief from this pest for an entire season, unless a new supply is brought in with grain from the farm.

Can Proceeds of Draft Be Attached?

Grain Dealers Journal: We have had cause recently to attach the proceeds of a draft on a carload of potatoes, for a debt owed by a firm in Michigan. The draft was sent for collection from a bank in Michigan to a local bank here, and when we paid the draft we attached the proceeds for the amount of that firm's indebtedness to us.

Their bank claims our local bank could not legally hold the money, stating it belongs to them and not the shipper and that this draft or B/L was their property. We do not believe, however, they would take oath that they purchased the B/L for a car of potatoes, which are very perishable and which they very likely had never seen, simply for the small collection charge they would receive. We would appreciate any information regarding a transaction of this kind.—McHenry Peters Co., Lynchburg, Va.

Ans.: If the Michigan bank bought the draft the proceeds cannot be attached. If the Michigan bank simply credited the amount of the draft to account of the firm as a depositor and acted only as a collector, a creditor of the firm can levy on the proceeds. Following are three decisions covering the point, taken from the "Grain Dealers Journal":

Title to Proceeds of Draft.—A bank acquiring in due course of business a draft for the price of goods, with B/L attached, is the owner thereof, and of the proceeds on the draft being paid, and the proceeds in the possession of another bank collecting the draft cannot be attached as the property of the seller, but, where the bank merely took the draft and B/L as a collecting agent, it acquires no property right in the proceeds.—Elm City Lumber Co. v. Childerhouse & Pratt, Supreme Court of North Carolina. 83 S. E. 22.

Levy on Proceeds of Draft as Security for Collection.—Where a draft made upon the purchaser of goods was deposited in a bank by the seller with the B/L attached, and a checking credit was given to the depositor under an agreement to charge back the amount should the draft be returned uncollected, the B/L was merely security for the collection of the draft, whether it was made out to the consignee or to the shipper's order.—W. J. Barton Seed, Feed & Implement Co. v. Mercantile Nat'l Bank and Toberman, Mackey & Co., Supreme Court of Tennessee. 160 S. W. 848.

Right to Proceeds of Draft.—Where the drawer of a draft, when depositing it with a bank for collection, indorsed it to the bank, and the bank credited the drawer as a depositor, with the amount, the bank did not thereby become the purchaser of the draft, since its liability was not absolute, but conditioned upon the collection of the draft; hence the proceeds of the draft in the hands of another bank to whom it had been forwarded for collection, belonged to the drawer, for which he could maintain assumption, and, as such, was subject to garnishment by his creditor.—Stone's River Nat'l Bank v. Lerman Milling Co. Court of Appeals of Alabama. 63 South 776.

Does Seller Pay Switching Charge Incurred After Delivery F. O. B.?

Grain Dealers Journal: I recently sold a car of oats to a firm at Milwaukee at a stipulated price f. o. b. Milwaukee. The consignees ordered the car switched to the C., M. & St. P. Ry. and deducted the \$3 switching charge from the net proceeds to me. Nothing was stipulated in the original contract as to place of delivery at Milwaukee. Previous to receipt of account sales I had no knowledge that it was to be switched off the C. & N. W.

If delivery f. o. b. Milwaukee on C. & N. W. tracks fulfills my contract can I collect this \$3 from consignees thru the arbitration board of the Milwaukee Chamber of Commerce?—Iowa Shipper.

Ans.: Strictly, f. o. b. means on track, on any track, and in this case it means on the track of the originating carrier, as the buyer of course knew that the seller was situated on the C. & N. W. and would make delivery on that line on arrival at Milwaukee. The foregoing rule is controlling. In addition, however, fair dealing requires that the seller be informed of any switching charges or other deductions the buyer expects to make, in order that the seller may intelligently compare bids and sell to the best advantage. Accordingly, at law, the seller would win in a suit to recover the \$3 per car.

A peculiar condition exists at Milwaukee. The C. & N. W. is the only line there that charges switching on grain leaving its tracks, and, as that road has neglected to provide elevator facilities on its own tracks, the grain must be switched to get weights. The Chicago & Northwestern Ry. Co. is most unjust in imposing this switching charge.

Certainly shippers who are so unfortunate as to be situated along the lines of the C. & N. W. ought to be entitled to weights at Milwaukee without having to pay a switching charge. These weights are used by the railroad company in assessing the freight charges, and it is reasonable to expect a railroad company to weigh its own freight. The weighing of freight is a recognized part of the transportation service, and properly the expense of weighing should be included in the road haul rate for transportation to Milwaukee and not in a switching charge.

We understand the officers of the Milwaukee Chamber of Commerce are taking up this injustice with the Northwestern road. If that road builds its proposed new elevator at Milwaukee this summer the evil will be minimized.

Altho on the face of the bid it appears shippers are not chargeable with the switching, yet if shipper goes before the arbitration com'te of the Chamber of Commerce we cannot forecast their decision, for on a showing by the buyers that their bid to the seller was as high as their other bids (that they had not already deducted the switching) the com'te might hold that seller must stand the switching charge.

A similar situation exists and has existed for years at Chicago on certain roads that persistently refuse to absorb the switching charge. They are the Illinois Central, C. & E. I., Alton and Santa Fe. Buyers of grain coming in on those lines, however, did not assess the switching charge against the seller on his account sales. They took care of it in their bids; and effective Sept. 26, 1911, the Board of Trade adopted a rule requiring bidders for grain to arrive on those lines to deduct ¼ ct. from the price to cover switching.

HEAVY RAINS in Argentina have stopped and recent reports indicate heavy frosts, but without damage to crops.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Lost Car of Barley.

Grain Dealers Journal: C. M. & St. P. car No. 58696 was placed at my feed room today, June 2; and when I opened it I discovered it to be loaded with barley. The car had Merchants Elevator Co. seal No. 7656 on door, and the tag on the side was so dim I could not make it out, but it had been loaded at some place in South Dakota. I think it was billed to Minneapolis.

The railway agent here put C. A. & N. Ry. seal No. 6617 on the car and is holding it here for instructions from the C. M. & St. P. Ry. Co.—Delbert Cramer, mgr. King-Wilder Grain Co., Kiene, Ia.

THE DEFENSE in the government suit against the Corn Products Refining Co. began at Chicago June 8 before a special examiner.

DOMINION FLOUR MILLS, LTD., Fort William, Can., have brot suit against the steamers Valcartier and A. W. Osborn for \$155,000, alleging loss of a cargo of grain thru collision of the two steamers.

Buyer's Rejection for Delay Gives Seller Recourse Against Carrier.

The Isbel-Brown Co., Grand Ledge, Mich., sold thru its agent, the Munn Brokerage Co., Little Rock, Ark., 125 bags of h. p. pea beans at \$2.43 and 125 bags at \$2.33, to Stevens Grocer Co., freight prepaid to Newport, Ark.

When the beans arrived at Newport the Stevens Grocer Co. refused to accept them on account of unreasonable delay in transportation during which the market price had fallen.

The Isbel-Brown Co. brot suit against the Stevens Grocer Co., and the court instructed the jury that the only matter the jury had to determine was whether there was in fact an unreasonable delay. The jury so found and the court gave judgment for defendant.

On appeal the Supreme Court of Arkansas recently held that: By the express language of the contract the terms were draft with B. L. payable upon arrival and examination of the goods. Under this provision of the contract the buyer had a right to rescind the contract of sale, and the remedy of the seller or consignor should have been against the railroad company for its failure to deliver the goods within a reasonable time.—175 *S. W. Rep.* 1158.

UTICA, N. Y.—The Tri-State Retail Feed Dealers Ass'n will hold its annual convention in this city June 24-25 with headquarters at the Hotel Utica.

I BELIEVE the Grain Dealers Journal is one of the best grain journals published.—Chas. A. Geiger, mgr. Chas. A. Geiger Grain Co., Robinson, Kan.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

150423, loaded with corn, June 1, in Dexter, Ia., yards, had drawbar pulled out and about 10 bus. of corn on ground. End of car was in bad condition. They will take it to Valley Jctn. to transfer it.—H. Bales.

C. M. & St. P. 59532 was leaking yellow corn badly May 22 in yards at Hartley, Ia. Drawbar was pulled out. R. R. company will transfer as about 30 or 40 bus. had spilled in yards.—C. H. Betts.

Wabash 67376 passed thru Liberty Center, O., May 11, eastbound, leaking wheat badly at side. Patched up best I could but was still leaking along side nearly full length.—O. J. Frederick, engineer, Liberty Center Grain & Stock Co.

C. & N. W. 136518 passed thru Liscomb, Ia., May 7, leaking wheat badly at grain door. Looked like patent inside door.—B. F. Vorhes.

C. G. W. 25422 passed thru Stanton, Minn., May 4, southbound, leaking grain badly at side door; train did not stop so could not cooper.—C. R. Shepard, mgr. H. Shepard & Son.

Chicago Board Building Decorated



To make the city beautiful the strongest banks and the leading commercial houses of Chicago are aiding by placing potted plants on their window ledges. Merchants along a whole street have agreed to maintain window boxes.

The Chicago Board of Trade joined this movement last week by decorating its entire front which occupies a commanding position at one end of South LaSalle

street. Its display will be observed by most visitors to the city, as Jackson Boulevard is the only central boulevard connecting the lake front with the western parks.

The plants, as shown in the engraving, have been placed on the ledge level with the exchange trading floor, from one side of the building to the other. At the corner buttresses are eight English box-

wood trees in square boxes, not shown. Overhanging the edge of the wooden boxes are festoons of English ivy and trailing arbutus, while an exotic effect is given by the broad green of rubber plants and *Pandanus veitchii* in the center.

To those accustomed to the sombre appearance of the Board's exterior the change made in its facade by the plants is most pleasing.

Concrete Again Stands the Test of Fire.

Once again reinforced concrete has proved itself to be well suited for furnishing fireproof storage for grain. By the burning of Elevator "K" of the Sheffield Elevator Co., at Minneapolis last month, this company's nest of reinforced concrete tanks immediately adjoining the elevator were subjected to an intense heat, in fact many frame buildings across the street were ignited by the heat and a number of families were driven from their homes, yet no damage was done to the reinforced concrete tanks, or their contents, by the burning of the wood elevator.

As is shown by our reproductions of photographs before and immediately after the fire, the unfinished exterior of the concrete tanks would seem to indicate careless workmanship in their construction. Nevertheless they came thru the fire without being damaged by the fire. However, the roof was blown off by explosions of dust in the tanks, proving that the circular walls were not only fireproof, but explosionproof. The damage to the concrete was so small as to be unworthy of mention.

When we consider the loss the Sheffield Elevator Co. will suffer by reason of its forced suspension of business, the loss of its building, machinery and grain, above the insurance, it is readily discernible that the company would have been money ahead, had it wrecked the frame building at the time of building the concrete bins, and reconstructed the entire plant of fireproof material. The cost of insurance on buildings and contents, when considered in connection

with the fact that reinforced concrete will not burn or decay, and can always be depended upon to protect grain from rodents, moisture and lightning, proves its superiority and cheapness, as compared with wood.

The loss due to the burning of Elevator "K" aggregated \$300,000, which would have been saved had reinforced concrete been used, instead of wood, in the construction of the elevator. Naturally the Sheffield Elevator Co. is planning to replace the old wood building with a modern reinforced structure, that will not burn.

Telegraf Co. Liable for Delay.

The Supreme Court of Nebraska recently gave a decision in favor of C. B. Nash Co. against the Western Union Telegraf Co. in a suit to recover \$1,986, the difference in the price of 300 shares of stock ordered sold at 68½ and \$62.50, the price sold at 6 days later.

The message was filed at Omaha 10:10 a. m., Jan. 30, directed to New York and marked in red ink "Rush." Feb. 1 plaintiff wired the New York correspondent to learn if the sale had been made and was informed that the message had not been received. Feb. 3 a duplicate message was sent, and when received Feb. 5 the stock was sold at the loss.

Defendant alleged plaintiff should be entitled to nominal damages only, because the message was in cipher, and quoted a long list of legal authorities to support this contention, but the court held that under Sec. 7406, Rev. Stat. of Nebraska providing that "a telegraf company shall be liable for the non-delivery of and for all mistakes in transmitting messages by any person in its employ," the rule cited by defendant should not

apply, and that defendant had sufficient notice that the message was important and substantial loss might follow its failure to promptly transmit.—152 N. W. Rep. 387.

Allowance for Cooperage Should Be Adequate and Uniform.

In dismissing the complaint by the National Council of Farmers Co-operative Ass'ns the Interstate Commerce Commission on May 11 suggested that carriers specify in their tariffs what they will furnish in the way of materials for the cooping of cars for grain shipments, which must be uniform and adequate, holding that it is the duty of carriers to furnish cars suitable to transport in safety traffic which they hold themselves out to carry, and this duty is not fulfilled when a carrier furnishes a car, upon reasonable request of a shipper, which requires repairing to prevent leakage of grain in transit. It is not unreasonable to expect shippers to do a limited amount of cleaning or to make minor and inexpensive repairs on such cars. It would be impracticable to fix by order any allowance that should be paid shippers for labor performed or materials furnished.

The Commission held that it was no discrimination for the carriers to do cooping at terminal markets and not to do the cooping at country points, for the reason grain from the country points was not sold in competition with grain from terminal markets.

In the complaint filed Oct. 26, 1914, the Council had requested the commission to order the railroads to furnish cars that were clean, in good repair and equipped with grain doors, or to order the railroad to make an allowance to shippers for labor done or materials furnished.



The Sheffield Elevator Co.'s Plant at Minneapolis Before and After the Burning of the Wood Elevator K.

Test Suit on Natural Shrinkage.

The Nebraska-Iowa Grain Co. has brought suit in the Omaha division of the United States court against the Illinois Central Railroad Co. to recover \$1.39, \$1.07 and \$2.29 on three shipments of grain that suffered loss in transit.

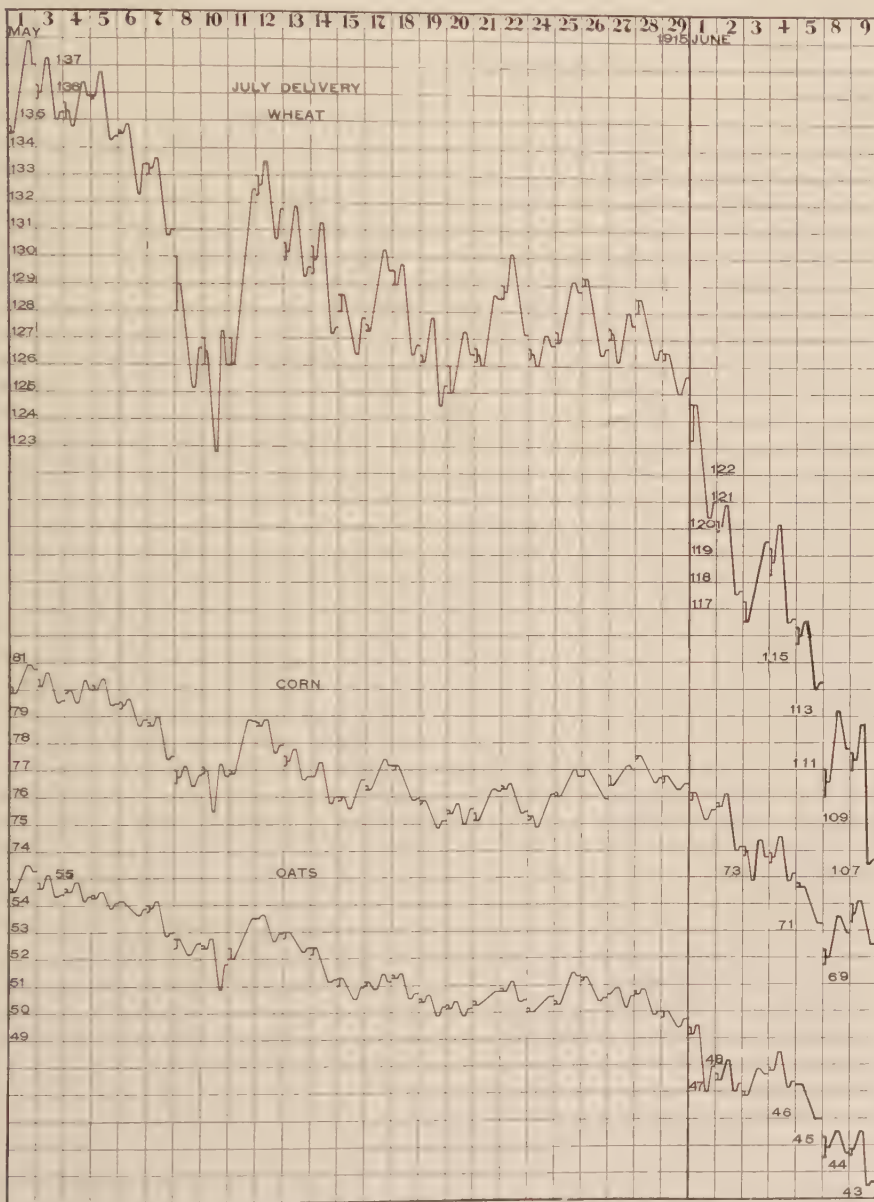
Claims were paid by the railroad company, but for alleged natural shrinkage, as provided in tariffs, the company deducted the amount named.

Plaintiff alleges that the provision in the published tariffs exempting the railroad company from paying for the one-

eighth of one per cent is in violation of the act to regulate interstate commerce and takes the plaintiff's property without due process of law.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago since May 1 are given on the chart herewith.



Daily Closing Prices.

The closing prices for wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

	JULY WHEAT					JULY CORN.								
	May 25.	May 26.	May 27.	May 28.	May 29.	June 1.	June 2.	June 3.	June 4.	June 5.	June 7.	June 8.	June 9.	
Chicago	128 3/4	126 3/4	127 1/2	126 3/4	125 3/4	121	117 3/4	119 1/2	116 3/4	114 1/4	111 3/4	107 3/4	107 3/4	
Minneapolis	141 1/4	140 3/4	137 3/4	145 1/2	144 3/4	136 1/2	131 1/4	137 3/4	136 1/2	135	129	127 3/4	124	
Duluth	155 3/4	149	149 3/4	147 1/2	146 3/4	138 3/4	135 3/4	138	136 1/2	133 1/4	125 3/4	126 3/4	123 1/4	
St. Louis	123 1/2	121 7/8	122 3/4	121 1/2	120 7/8	116 1/4	113	111 3/4	112 1/4	110	108	106 3/4	103 1/4	
Kansas City	122	120 1/4	121 1/4	120 1/4	119 1/4	114 1/4	110 3/4	112 3/4	110 3/4	108	106 3/4	105 3/4	101	
Milwaukee	128 3/4	126 3/4	127 1/2	126 3/4	125 3/4	121	117 3/4	119 3/4	116 3/4	114 1/4	112 3/4	111 3/4	107 3/4	
Toledo	128	126	127	126 1/2	125 3/4	121	118	119	116 3/4	114 1/4	114 1/4	111 1/2	107 3/4	
*Baltimore	154 1/2	152 3/4	150 3/4	145	141	143	140	139 3/4	137 1/2	133 3/4	128	127 1/2	123 1/2	
Winnipeg	156 7/8	154 1/2	153 3/4	151 3/4	148 3/4	141	137 1/2	138	135 1/4	128 1/2	129 3/4	129 3/4	121 3/4	
	JULY CORN.					JULY OATS.								
	May 25.	May 26.	May 27.	May 28.	May 29.	June 1.	June 2.	June 3.	June 4.	June 5.	June 7.	June 8.	June 9.	
Chicago	76 3/4	75 3/4	77	76 3/4	76 3/4	75 1/2	74 1/4	73 3/4	73 3/4	71 1/4	71 1/4	70 3/4	70 1/2	
Kansas City	74 1/4	73 3/4	74 1/2	74 1/2	74 1/2	73 1/2	72 3/4	72 3/4	71 3/4	70	69 1/4	69 3/4	69	
St. Louis	76 3/4	75 3/4	76 3/4	76 3/4	76	75 1/4	74 1/2	74 3/4	73 3/4	72 3/4	71 1/4	71	70 3/4	

*May delivery to June 1, then June; **May delivery.

E. G. Brown Dies.

E. G. Brown, sec'y-treas., Hooper Grain Co., Chicago, Ill., died Friday morning, May 28, at 8 o'clock, after a lingering illness of several months.

Mr. Brown was born at Chebanse, Ill., Dec. 29, 1868, and after a country school education decided that the grain business presented an excellent future for an active and hard worker. He entered the employ of the Chicago & Northwestern



E. G. Brown, Chicago, Deceased.
Photo by Moffett Studios.

Ry., spending 7 years in the company's grain dept.

He gave up his railroad connection to affiliate with the Ware Com'n Co., Chicago, where he was given charge of the office and the company's extensive private wires. He remained with the Ware Com'n Co., until the company suspended business. His next and last connection was with the Hooper Grain Co. He joined the concern 10 years ago and in a very short time had been made sec'y-treasurer.

For 3 years Mr. Brown was a director of the Chicago Board of Trade and served one term as vice-president. For years he was known as a specialist on oats and his extensive knowledge of that particular grain was eagerly sought. Funeral services were held on Monday, May 31, from his home in Longwood

GRAIN DEALERS NAT'L ASS'N is to be represented at the Niagara Falls convention of the Nat'l Hay Ass'n July 6, 7 and 8 by Charles England, Baltimore, Md.; Charles Rockwell, Mount Vernon, N. Y., and D. W. McMillen, Van Wert, O.

EVERY DEPARTMENT of the Grain Dealers Journal is a great help to the country elevator man and I would not be without it for twice what it costs. I find the advertising dept very reliable.—E. S. Long, mgr. Akron Farmers Mlg., Merc., Co-op. Ass'n, Akron, Colo.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Sterling, Colo., May 24.—Prospects for a bumper wheat crop never better.—S. L. Mallo, mgr., Sterling Elvtr. Co.

Simla, Colo., May 25.—Wheat and rye look well; large acreage; lots of moisture; fall wheat and rye sown look well.—C. C. Isely Lumber Co.

CONNECTICUT.

Sterling, Conn., June 7.—Notwithstanding the continued and heavy rain our harvest promises to be ten days to two weeks earlier than last season; all small grain shows finest possible condition; acreage 25% greater than last year.—M. L. Parker, Colorado Elvtr. & Grain Co.

FLORIDA.

Gainesville, Fla., May 24.—Up to present time grain has not been raised in any quantity in this state; more interest is being displayed in this class of farming now and it is only a matter of a few years when production will be on quite a large basis.—F. E. Dennis.

ILLINOIS.

Polo, Ill., June 9.—Prospects for crops are good so far.—J. S. Maloney.

Witt, Ill., June 5.—Wheat and oat crop outlook favorable.—E. J. Chinn, mgr. Witt Elvtr. Co.

Watseka, Ill., June 9.—Oats and wheat 100%; corn backward, about 25% replanted.—H. W. Bell, Watseka Farmers Grain Co.

Champaign (Rising), Ill., May 27.—Some reports of damage to growing wheat from Hessian fly; corn crop promises well.—B. C. Beach & Co.

Parnell, Ill., June 3.—Crops look fine, have had plenty of rain, no bad storms; will have better crop than last year from prospects now.—D. T. Armstrong.

Glenavon, Ill., May 26.—Never saw better prospect for oats; new corn crop starting; good stand; generally clean; had best rain of season last 24 hours.—J. J. Stack.

Mt. Olive, Ill., June 3.—Wheat crop average far better than last year; oat crop at this time of season never known to have looked better; corn in good condition; plenty of moisture; weather conditions good; all around crop outlook is good.—A. C. Keiser, A. J. Keiser Flour Mills.

Texas City, Ill., June 7.—Wheat is so badly damaged by fly that quite a number of fields will not be harvested; corn in very bad condition, getting almost lost in weeds for lack of cultivation; have had entirely too much rain in last three weeks for wheat and corn.—W. T. Garner.

INDIANA.

Larwill, Ind., June 4.—Grain crops good.—Geo. Ream.

San Pierre, Ind., June 2.—Wheat and oats looking fine; a few fields reported to have fly; too much rain for corn.—R. T. Kingman.

Kentland, Ind., June 5.—Have had abundant rainfall, but not too much unless it continues; oats look fine, acreage smaller than usual; more corn planted than usual; rain has brought corn out some, but very small for this time of the year and a great deal of replanting; wheat 100% of promise.—Kentland Grain Co.

IOWA.

Fostoria, Ia., May 29.—Very wet, corn backwards.—Michael Olson, agt.

Harris, Ia., May 27.—Too much cold and rain for corn; farmers having trouble getting corn planted on account of rain; small grain doing fine.—Agt. Stockdale & Maack Co.

Clio, Ia., June 2.—Wheat and oats have improved with the last rains.—M. V. B. Wright.

Leland, Ia., June 4.—Small grain doing fine; corn about all planted; some replanting.—A. T. Ambrosio, mgr. Farmers Elvtr. Co.

Whittemore, Ia., May 27.—Crops backward account too much rain.—C. C. Green, mgr. Whittemore Elvtr. Co.

Alexander, Ia., May 26.—Oats look good; little too cold and wet for corn; planting late; some replanting to be done account too much rain.—C. C. Schulte, agt. Bowles, Billings, Kessler Grain Co.

Hornick, Ia., June 7.—Had a very heavy rain during the latter part of May which stopped corn planting and will be the cause of a good deal of replanting; corn is late; winter wheat coming along in nice shape.—John F. Burns, mgr. Tiedeman Elvtr. Co.

Des Moines, Ia., June 7.—The week was too wet to do much field work and it was too cold for the rapid growth of corn; there was some work done on uplands and corn planting was finished in many localities and some of the early planted fields were cultivated; small grain is generally in good condition, but it is getting rank in some localities, and the Hessian fly is doing considerable damage to winter wheat in some of the southern counties; corn, 87%; oats, 97%; spring wheat, 95%; winter wheat, 96%; barley, 95%; rye, 96%; flax, 95%.—Weekly Weather Crop Bulletin.

KANSAS.

Hardtner, Kan., May 31.—Wheat prospects best in 5 years, but 2 or 3 weeks late.—C. W. Lewis, mgr. Southwestern Elvtr. & Mercantile Co.

Brenner, Kan., May 27.—Lots of wheat; crops look fine; chinch bug were damaging wheat, but heavy rains of past week helped considerable.—J. H. Hudson.

Burdette, Kan., June 5.—Wheat acreage will average about same as last year; a farmer averaged 40 bus. per acre last year and his wheat is better this year; will average 90% over last year.—H. L. Seig.

Wichita, Kan., June 4.—Wettest spring in the history of the state; wheat damaged some by wet weather and Hessian fly but only in spots; believe yield will be very little less than last year.—Marlow Seed Co.

Haviland, Kan., June 6.—Heavy rains for the last week are making new wheat crop a doubtful question; wheat crop may be excellent if we have a few bright windy days.—W. L. Dunbar, mgr. The Haviland Mercantile Exchange.

Manhattan, Kan., June 4.—Wheat harvest will commence about June 15; crop will be fine if no damage occurs between now and harvest; acreage 5% larger; much corn being replanted account too much rain.—Geo. T. Fielding & Sons.

Ogallah, Kan., May 28.—Prospect looks favorable for fair wheat crop now; plenty of moisture to take it thru; oats good; corn planting not finished yet; have had several inches of rain in last few days; quite cool at present.—I. Nixon, Ogallah Elvtr. Co.

LOUISIANA.

Louisiana, June 5.—Concordia, Tensas, Madison, East Carroll and Ouchita parishes each have an acreage of 12 to 20,000 acres of oats.—X.

MICHIGAN.

Hart, Mich., May 24.—Grains in fields looking good; wheat fine; prospects fine for all grains at this time.—J. C. Hasley.

Lansing, Mich., June 7.—Average condition of wheat in state 91 compared with 93 a year ago; present condition of wheat approximately the same as reported May 1st; 2 per cent of wheat sown will be plowed up because winter killed or otherwise destroyed; condition of rye in the state is 91 compared with 93 of a year ago; acreage of corn planted or to be planted as compared with last year is 101 in the state; condition of corn as compared with an average is 83; condition of oats as compared with an average is 91 in the state;

condition a year ago 94; acreage of barley sown or that will be sown as compared with last year is 92 in the state.—Coleman C. Vaughan, Secy. of State.

MINNESOTA.

Minneapolis, Minn., June 9.—The weather the past week was favorable for the growing crops. It was warmer most of the days and we had one good rain that covered the entire territory and several local showers later. Frost occurred but did very little, if any, damage. There certainly was none done to wheat. In the southern half of Minnesota and South Dakota the corn planting is practically finished. Some that was thought to have rotted in the ground is growing nicely. Corn would show more progress if the weather was warmer and we have now reached the season when temperatures should be higher. In the three states there will be an increase in the acreage of corn—just how much, we cannot say—as the farmers are still planting it in the northern sections. All small grains are looking fine. We believe there is an increase of 10% in wheat acreage, a decrease of 15% in barley acreage, with that of oats unchanged as compared with last year. Flax will also show a decrease, although the farmers will continue to sow it for some days to come.—The Van Dusen Harrington Co.

MISSOURI.

Kansas City, Mo., June 1.—Sown acreage in Kansas 9,230,403; abandoned acreage 595,712; standing acreage 8,634,691; total yield 136,667,735. Chinch bugs and Hessian fly have done more damage than usual over scattered areas. The most important losses in acreage and yield, however, are due to failure of the plant to germinate properly in the high altitudes of the western part of the state. Weeds in a number of western counties have also reduced yields. There is some fear of rust doing damage if excessive precipitation continues, which is unlikely. Harvest will be from one to two weeks late. The average yield promises to be a fraction less than 16 bushels to the acre on the acreage standing. The final yield, as always, depends upon weather conditions between this date and crop maturity.—Allen Logan.

Columbia, Mo., June 5.—Wheat condition, for the state, is 69.8. This is a gain of practically two points—1.8—since the special report of May 20. However, there is a loss of slightly more than 20 points for the month of May. The slight increase in condition since the rains will just about be offset by flood loss and decreased acreage from other causes. Generally speaking, the heaviest wheat producing counties in a 10-year average are now among those reporting low condition. This may reduce somewhat the indicated yield for the state. Recent improvements are mainly in the late wheat. Indications of rust are causing some anxiety. Furthermore, heavy rains during the flowering period were not most desirable for heavy yield. Condition of wheat one year ago was 82.6; ten-year June 1 average, 80.7. On June 1, 1910, the condition of wheat was practically the same as at present and the average state yield was 13.2 bushels. For the state as a whole wheat will ripen from 1 to 2 weeks later than last year. Nine-tenths—90.6 per cent—of the corn crop is planted. This is 4 per cent in advance of the 10-year average. But for the heavy rains of the latter part of May planting would have been completed. The stand is excellent except in overflowed or badly washed fields. Soil condition is 88. Condition of growing plant is 85.4 for the state, as compared with 80.9 as the ten-year June 1 average. Indications are that the corn acreage will be from 1 to 2 per cent larger than last year when it was 7,421,600 acres; oats are making a satisfactory growth since the rains; present condition is 85% for the state as compared with 63 one year ago and with 75 as the 10-year June 1 average.—Missouri State Board of Agriculture.

MONTANA.

Chinook, Mont., May 24.—Crops only fair so far.—E. O. Nelson, agt. St. Anthony & Dakota Elvtr. Co.

NEBRASKA.

Hemingford, Neb., May 29.—Not thru planting corn; weather wet and cold.—A. M. Miller, agt. Central Granaries Co.

Hallam, Neb., May 31.—Have had nearly two weeks rainy weather; corn nearly all planted and sprouting well; wheat and oats fine.—Wm. Burk.

Nora, Neb., May 29.—Too much rain and cool weather for crops; about 50% corn to plant; oats backward account late spring; considerable damage to wheat from Hessian fly.—F. J. Stanley, mgr. Nora Grain & Coal Co.

Hebron, Neb., June 7.—Oats doing fairly good but too much rain; great deal of complaint of Hessian fly; some reports wheat went average over 8 bu. per acre; considerable corn not planted, more to re-plant.—H. D. Harding, mgr. Hebron Elvtr. & Shipping Ass'n.

NORTH DAKOTA.

Halliday, N. D., May 29.—Wheat and oats look fine; increase in wheat acreage over last year.—J. P. Havens, mgr. Powers Elvtr. Co.

OHIO.

New Richland, O., June 2.—Oats fine; crops look good.—Agt. I. C. Miller & Co.

Tremont City, O., June 3.—Wheat crop will not exceed 60% of last year's crop; oats look fairly good; wire worms and cool weather cause a great deal of corn to be planted second time.—Omer Snyder.

New Carlisle, O., May 27.—A month ago had prospect for best wheat crop ever produced, but it has gone back 50% in last 2 weeks. Hessian fly ruined many fields and if damage keeps up many fields will not be cut at all; now having wet and cold weather.—S. A. Muff.

Columbus, O., June 1.—The approaching wheat harvest gives promise of a most abundant yield; present prospect estimated as 99%; average is based upon 15 bus. per acre being represented by 100%; one year ago prospect was estimated at 103%, and the harvest resulted in an estimated production of approximately 29,000,000 bus.; area to be harvested this year 1,826,151, exceeding 1914 by almost 173,000 acres; total production should equal if not exceed that of last year; in the northwest and north-east section of the state the prospect will average 107%. These sections contain some of the best wheat producing counties of the state. In the southwest and south-east section of the state the prospect averages 95%. Original wheat area seeded 1,828,267 acres, area abandoned this spring 2,116 acres. Recent rains have proven very beneficial to oats; growing condition good and prospect for harvest is estimated at 92% compared with normal yield; one year ago prospect was estimated at 83%; present acreage exceeds that of last year. Rye prospect compared with normal yield 94%; winter barley prospect compared with normal yield 96%; spring barley compared with normal yield 95%.—A. P. Sandles, com'sioner-in-charge Division of Agriculture, Agricultural Com's'n of Ohio.

OKLAHOMA.

Enid, Okla., June 3.—Strong wind and heavy rain here last night.—J. S. Rexford.

Hooker, Okla., May 25.—Wheat good; plenty of rain.—J. S. Golden, sec'y-treas. Hooker Equity Exchange.

Pocasset, Okla., June 7.—Wheat good but having too much rain; start harvesting about June 12.—Hill Bros.

Carmen, Okla., May 24.—Wheat is damaged badly on account of too much rain and rust.—J. T. Bales Grain Co.

May, Okla., May 27.—Prospects good for bumper wheat crop.—Wm. F. Gray, sec'y-treas. Farmers Co-operative Elvtr. Co.

Fairview, Okla., June 6.—Our crops ideal up to a week ago when worms made their appearance. Too much rain.—J. N. Voorhees.

Douglas, Okla., May 25.—Crops fine; some talk of fly; no damage as yet; crop will average 25 bus. per acre.—G. W. Wells, Choctaw Grn. Co.

Hobart, Okla., May 25.—Some rust on late wheat; early wheat not affected; as a whole have a good prospect for a big crop.—Hobart Mill & Elvtr. Co.

Supply, Okla., June 8.—Wheat damaged by rain and hail; considerable late wheat will not head on account of rust; will not harvest before June 20.—Sappington Grain Co.

Lawton, Okla., June 7.—Heavy rains past 5 days in southern Oklahoma laid ripe wheat flat on the ground; 30% damage. Rust is also bad in many places.—Lawton Grain Co.

Nowata, Okla., June 4.—More wheat put out last fall than ever before and prospects are good for a crop if wet weather will stop for a couple of weeks to give time to harvest.—Lanning's Seed House.

Woodward, Okla., June 3.—Hail a week ago damaged over 500,000 bu. of wheat in the best wheat producing section around Forgan; heavy rains have damaged seriously thousands of acres of wheat between Forgan and Woodward; would estimate damage from hail, excessive moisture and rust at 1,000,000 bu. of wheat in the wheat producing belt north of Woodward; reports of damage from army worms 20 miles north of Woodward; 60 acres of the best wheat in Woodward County belonging to Otis Munson entirely destroyed by the army worm; reports show that nearly every field investigated shows some of the worm and it would seem that considerable trouble and loss will result from this cause; later report 4,000 acres destroyed by army worm.—O. W. Cox.

SOUTH DAKOTA.

Kaylor, S. D., May 26.—Grain crop prospects very good at present time.—Geo. Boepple, mgr. Till & Koch.

Marvin, S. D., May 25.—Crops looking fine; plenty of moisture.—J. H. Jorgeson, mgr. Farmers Grain & Mercantile Co.

Trent, S. D., May 31.—All grain backward; too cold and wet; some farmers complain of poor stand of corn.—A. I. Sinclair, mgr. Farmers Elvtr.

TEXAS.

Amarillo, Tex., June 1.—Wheat acreage increased 25%.—W. C. Kenyon.

Galveston, Tex., June 5.—Wheat and oat acreage increased 15%.—G. J. S.

Waco, Tex., June 2.—Oats fine; acreage increased 25%.—Fred R. Cornforth.

Corsicana, Tex., June 1.—Cutting oats now will average 30 bu.—C. R. Terry.

Britton, Tex., May 24.—Wheat and oats fine.—Wm. J. Spencer, Spencer & Short.

Corsicana, Tex., June 1.—Crops fine; grain acreage increased 25%.—C. R. Terry.

San Angelo, Tex., June 1.—Wheat fine; acreage increased 15%.—Easton Grain Co.

Brady, Tex., June 2.—Wheat and oat crop ready for harvest; weather fair.—W. R. Rice.

Hamilton, Tex., June 2.—Oats average; crops good.—L. V. Wieser, Hamilton Mill & Elvtr. Co.

Seymour, Tex., June 1.—Crops 99½%, just fine.—D. O. Green, Seymour Mill, Elvtr. & Light Co.

Clarendon, Tex., June 1.—Wheat acreage increased 25%; looking good.—J. T. Sims, Clarendon Grain Co.

Denton, Tex., June 1.—Too much rain for wheat and oats; acreage increased 30%.—C. F. Witherspoon.

Miami, Tex., June 2.—Wheat finest ever; acreage increased 25%.—J. W. Philpott, mgr. The Miami Elvtr. Co.

Pampa, Tex., June 5.—Crops best ever; wheat acreage increased 50%.—D. W. Osborne, The Pampa Grain Co.

Weatherford, Tex., June 2.—Wheat fine, acreage increased 15%; oats fine, acreage increased 15%.—H. J. Bradfish.

Krum, Tex., June 5.—Wheat acreage increased 25%; crop hurt by too much rain.—R. L. Cole, R. L. Cole & Co.

Lockney, Tex., June 1.—Wheat acreage same as last year; looking good, damaged about 25% by hail.—E. R. Bryant.

Brady, Tex., June 2.—Commenced cutting oats, will average about 40 bus. per acre.—O. C. Macy, mgr. Macy & Co.

Vernon, Tex., June 1.—Wheat acreage increased 25%; prospects good; will have best oat crop in 15 years.—J. A. Cox.

Howe, Tex., June 1.—Oats good; wheat ½ crop account too much rain; corn good.—A. B. Cowan, The Howe Grain & Merc. Co.

Stamford, Tex., May 20.—Grain in excellent condition; some indication of rust especially in late planted crops.—Stamford Mill & Elvtr. Co.

Waxahachie, Tex., June 1.—Wheat crop best ever; acreage increased 30%, 20 bu. per acre; oats will average 75 to 80 bu. per acre.—Homer N. Chapman, Broadhead & Chapman.

Celina, Tex., June 4.—Wheat being harvested; sample looks good, will average about 75%; large acreage of oats will be harvested; yield will be above average; corn crop looks promising.—B. F. Smith, mgr., Celina Mill & Elvtr. Co.

Government Crop Report.

Washington, June 8.—The crop reporting board of the Bureau of Crop Estimates reports the condition of rye on June 1 to have been 92%, against 93.6 a year ago and a 10-year average of 90.4. The indicated yield per acre is 16.8 bus., the same as last year's final estimate.

SPRING WHEAT.

Acreage, Condition, Forecast					
	1915.	June 1.	1915.		
	Per Cent of 1914.	*Acres.		*From June 1, Con- dition.	
		1915.	Ten-Year Av.		
		%	%	*Bus.	
Minn.	107	4,280	94	94	66,400
N. D.	112	8,159	94	94	95,900
S. D.	108	3,672	96	94	45,800
Wash.	111	910	99	95	18,900
U. S.	109.8	19,248	94.9	93.8	274,000

OATS.

N. Y.	106	1,352	93 91	44,000
Penn.	107	1,148	94 88	37,800
O.	102	1,683	90 86	60,600
Ind.	104	1,638	94 84	56,200
Ill.	101	4,343	92 85	155,800
Mich.	101	1,530	89 87	49,000
Wis.	101	2,323	94 94	78,600
Minn.	102	3,101	95 94	103,100
Ia.	99	4,950	94 94	167,500
Mo.	99	1,188	86 78	32,700
N. D.	101	2,341	94 94	68,200
S. D.	101	1,622	94 94	45,700
Neb.	100	2,175	95 89	64,100
Kan.	97	1,707	86 73	49,900
U. S.	104.6	40,193	92.2 88.6	1,288,000

BARLEY.

Wis.	100	675	92 93	18,300
Minn.	98	1,350	94 93	33,000
Ia.	98	353	93 94	9,000
N. D.	95	1,378	93 93	28,200
S. D.	95	808	92 93	17,100
Kan.	108	259	95 75	5,700
Colo.	102	105	97 92	3,900
Ida.	103	191	99 96	7,900
Wash.	96	175	98 95	7,000
Ore.	103	126	98 94	4,400
Cal.	97	1,360	97 82	44,900
U. S.	97.7	7,393	94.6 90.6	197,000

*In thousands—i. e., 000 omitted.

Total estimated production on the basis of the June 1 condition is 676,000,000 bus. winter wheat, 274,000,000 spring wheat, 1,288,000,000 oats and 197,000,000 barley; against final estimates last year of 685,000,000 bus. winter wheat, 206,000,000 spring wheat, 1,141,000,000 oats and 195,000,000 bus. barley.

WINTER WHEAT.

Forecast Final
Condition. 1915. Estimate. 1914.

	June 1, 1915.	June 1, 1914.	10-Yr. Av.	From June 1, 1915.	From June 1, 1914.
	%	%		*Bus.	*Bus.
N. Y.	94	89		8,200	8,100
Penn.	83	90		20,500	23,747
Md.	84	90		9,400	13,158
Va.	84	89		14,400	11,296
N. C.	87	89		10,800	7,232
Ohio	90	82		37,100	36,538
Ind.	81	81		43,200	43,239
Ill.	82	78		48,300	46,250
Mich.	87	82		17,000	17,316
Ia.	90	89		11,900	11,016
Mo.	71	80		37,400	43,333
Neb.	96	83		76,700	64,172
Kan.	81	74		134,500	176,300
Ky.	74	86		8,900	12,540
Tenn.	80	87		8,700	11,160
Tex.	93	77		20,700	14,066
Okla.	85	75		46,600	47,975
Mont.	91	93		16,500	11,063
Ida.	98	95		11,100	9,322
Wash.	99	93		31,500	25,440
Ore.	97	93		16,000	13,684
Cal.	90	78		8,100	6,800
U. S.	85.8	82.3		676,000	684,990

Grain Exports.

BRITISH SAILING BARK Invernessshire has been chartered to carry grain from Portland, Ore., to English ports.

BRITISH STEAMSHIP St. Helena cleared at Galveston, Tex., June 2 for Rotterdam with 250,000 bus. of wheat intended for Belgian relief.

ITALIAN STEAMER VEGA cleared at San Francisco May 25 with a full cargo of wheat for Cagliari, Italy. The grain is for the Italian government and is valued at \$241,000.

THE PANAMA CANAL has cut the time of grain vessels with export grain from the Pacific coast to England and other European countries from 48 days to less than half that time. For the 8 months prior to the opening of the Canal voyages frequently required as much as 88 days.

A FLEET of old-time sailing vessels is being pressed into service to carry grain from Philadelphia to South America and the West Indies, thus relieving the congestion at the Richmond elevators of the P. & R. Ry. The embargo on export grain is still on due to the scarcity of ocean-going steamships.

Wheat Movement in May.

Receipts and shipments of wheat at the various markets during May, 1915, compared with May, 1914, were in bus. as follows:

	—Receipts—	—Shipments—
	1915	1914
New York	6,745,440	6,418,014
Minneapolis	5,882,930	3,538,510
Winnipeg	5,143,875	6,072,000
Chicago	4,495,000	4,716,000
Kansas City	3,870,950	872,100
St. Louis	1,330,689	1,135,929
Duluth	1,268,574	1,772,671
Omaha	1,054,800	810,000
Baltimore	1,000,054	1,384,831
Wichita	837,600	450,000
Milwaukee	458,750	412,825
Cincinnati	242,082	133,139
Louisville	225,215	156,210
Toledo	150,000	812,000
Detroit	116,000	137,000
Indianapolis	80,000	45,000
Galveston		2,260,800
New Orleans		1,610,524

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

COLORADO.

Sterling, Colo., June 7.—Considerable old wheat still in first hands.—M. L. Parker, Colo. Elvtr. & Grain Co.

IOWA.

Hornick, Ia., June 7.—Some old corn left in farmers hands; grain movement very light this spring so far.—John F. Burns, mgr. Tiedeman Elvtr. Co.

ILLINOIS.

Glenavon, Ill., May 26.—Farmers offering new oats; not much wheat grown here; 30% old corn in farmers hands; want 75c.—J. J. Stack.

KANSAS.

Hardtner, Kan., May 31.—Harvest will commence about June 25.—C. W. Lewis, mgr. Southwestern Elvtr. & Mercantile Co.

MICHIGAN.

Lansing, Mich., June 7.—The total number of bushels of wheat marketed by farmers in May at 66 flouring mills was 79,968 and at 73 elevators and to grain dealers 67,607 or a total of 147,575 bushels. Of this amount 102,193 bushels were marketed in the southern four tiers of counties, 39,544 in the central counties and 5,338 in the northern counties and Upper Peninsula. The estimated total number of bushels of wheat marketed and consumed by growers in the ten months August-May is 12,765,290. Sixty-five mills, elevators and grain dealers report no wheat marketed in May.—Coleman C. Vaughan, sec'y of State.

MISSOURI.

St. Louis, Mo., June 1.—Sample of wheat coming from Georgia has been offered for export shipment for the first time in the market here.—X.

NEBRASKA.

Nora, Neb., May 29.—Practically no old wheat left in country.—F. J. Stanley, mgr. Nora Grain & Coal Co.

Hebron, Neb., June 7.—Some corn and wheat still in farmers hands.—H. D. Harding, mgr. Hebron Elvtr. & Shipping Ass'n.

SOUTH DAKOTA.

Marvin, S. D., May 25.—Old crop practically all marketed.—J. H. Jorgeson, mgr. Farmers Grain & Mercantile Co.

TEXAS.

Waco, Tex., June 2.—W. M. Wintin, of Elm Mott, marketed the first wagon load of new oats for the season today, he received 45c per bu.—X.

WISCONSIN.

Madison, Wis., May 26.—About 10.4% of the 1914 corn crop in farmers hands on May 1, and 93% of this has been or will be consumed on farms producing it.—State Board of Agriculture.

Corn Movement in May.

Receipts and shipments of corn at the various markets during May, 1915, compared with May, 1914, were in bus. as follows:

	—Receipts—	—Shipments—
	1915	1914
Chicago	4,267,000	2,492,000
Kansas City	1,182,500	755,000
New York	1,500,400	1,346,250
Baltimore	1,512,640	1,036,317
Omaha	1,424,400	3,181,200
St. Louis	1,328,840	1,501,825
Indianapolis	868,000	962,000
Milwaukee	787,400	433,500
Minneapolis	612,270	373,290
Cincinnati	535,204	649,409
Toledo	400,800	150,400
Louisville	355,240	544,815
Duluth	216,953	337,984
Detroit	190,000	146,000
Wichita	73,200	108,000
New Orleans		253,550

Oats Movement in May.

Receipts and shipments of oats at the various markets during May, 1915, compared with May, 1914, were in bus. as follows:

	—Receipts—	—Shipments—
	1915	1914
Chicago	5,526,000	6,358,000
New York	2,592,300	1,298,944
Baltimore	1,488,719	898,970
Milwaukee	1,342,700	1,455,700
Toledo	1,272,800	110,400
St. Louis	1,132,200	1,870,000
Winnipeg	955,700	3,667,950
Louisville	867,600	404,300
Minneapolis	654,450	936,470
Omaha	578,000	1,089,700
Kansas City	448,700	440,000
Indianapolis	347,000	440,000
Cincinnati	302,701	559,617
Detroit	193,000	272,000
Duluth	116,636	88,740
Wichita	27,000	34,000
New Orleans		99,850

Barley Movement in May.

Receipts and shipments of barley at the various markets during May, 1915, compared with May, 1914, were in bus. as follows:

	—Receipts—	—Shipments—
	1915	1914
Chicago	1,151,000	1,289,000
Minneapolis	942,860	813,520
Milwaukee	582,200	950,820
Duluth	190,776	164,238
Kansas City	88,200	11,200
Winnipeg	83,200	436,050
New York	78,150	.....
St. Louis	70,200	86,400
Baltimore	58,054	4,479
Louisville	57,800	56,200
Omaha	39,200	12,900
Cincinnati	22,270	50,301
Detroit	1,000	1,000
Toledo	.....	3,000

Rye Movement in May.

Receipts and shipments of rye at the various markets during May, 1915, compared with May, 1914, were in bus. as follows:

	—Receipts—	—Shipments—
	1915	1914
Baltimore	441,477	294,973
Chicago	131,000	152,000
Minneapolis	97,600	250,340
Milwaukee	54,280	93,070
Duluth	45,449	58,858
Cincinnati	29,469	18,676
Omaha	20,900	6,900
Detroit	16,000	12,000
Kansas City	15,400	12,100
New York	15,000	.....
St. Louis	10,100	8,600
Louisville	9,350	7,050
Toledo	5,000	2,000

Exports of Grain, Weekly.

	WHEAT.	OATS.
	1914.	1913.
July 4 to Dec.	168,699,000	112,304,000
26	37,632,000	8,817,000
Week ending	1915.	1914.
Jan. 4	5,807,000	3,626,000
Jan. 11	7,362,000	4,562,000
Jan. 18	7,062,000	3,686,000
Jan. 23	5,664,000	2,794,000
Jan. 30	5,938,000	1,507,000
Feb. 6	8,294,000	3,433,000
Feb. 13	6,795,000	2,661,000
Feb. 20	7,128,000	2,035,000
Feb. 27	4,853,000	2,191,000
Mar. 6	5,805,000	3,185,000
Mar. 13	4,206,000	2,751,000
Mar. 20	4,071,000	3,382,000
Mar. 27	5,034,000	1,458,000
Apr. 3	7,082,000	2,196,000
Apr. 10	4,500,000	1,707,000
Apr. 17	4,915,000	2,140,000
Apr. 24	7,537,000	1,455,000
May 1	5,563,000	2,061,000
May 8	3,906,000	2,673,000
May 15	5,476,000	3,557,000
May 22	5,412,000	4,489,000
May 29	4,324,000	3,750,000
June 5	3,500,000	4,399,000
TL	298,963,000	178,002,000

Mid-Summer Meeting of Indiana Grain Dealers Association

The mid-summer meeting of the Indiana Grain Dealers' Ass'n was called to order in the assembly room of the Indianapolis Board of Trade at 2:20 p. m. Tuesday, June 8, by Pres. H. H. Deam, with 101 present and the balance in the hall.

The invocation was offered by Rev. Carson.

An address of welcome by Mr. Jones, representing the Indianapolis Board of Trade, was responded to by Hon. Jas. R. Guild of Medaryville.

Pres. H. H. Deam of Bluffton addressed the Ass'n as follows:

President's Address.

At our mid-winter meeting it was decided to adopt a new method for the handling of claims, and accordingly a committee was appointed whose duty it was to draft a plan or schedule of charges for the services rendered by the claims department for its members only. This committee had its meeting and made a report to the board of managers, recommending that this new plan be placed in operation July 1st, 1915, and our secretary, Mr. Riley, mailed a copy of the report of this committee to each member of the association. I presume you are all conversant with the facts contained in this report and that you will be ready to act intelligently on the same when it is presented for your consideration. It is hoped by the board of managers and myself that we can get a sufficient number of our members to subscribe to this plan to make the same effective on July 1st.

The general association spirit among the elevator men of our state is very much on the ascendancy. I am glad to report a spirit of harmony prevailing among dealers throughout the state, which has not hitherto existed, and this I honestly believe is largely due to our splendid association which each year is becoming more and more of a factor in helping to solve differences and to educate dealers in proper and honest methods of doing business, due in a very large degree to the influence of our secretary, who is untiring in his efforts to promote peace and harmony.

There never has been a time in the recollection of men now engaged in the grain business when it took such close watching to keep up with the markets, both when they were on the rise and also on the rapid decline. A very few bushels of grain can either make or lose a large sum of money, and it has kept everyone guessing day by day what to do to keep from losing their legitimate profits. The thing I feel that I can mention at this meeting with profit to all is that we as grain dealers should be careful about contracting grain either to buy or to sell for future delivery, for with the likelihood of rapid fluctuations due to war conditions very great complications are likely to arise, especially if there should be failure to fill contracts thus made. In my opinion the only safe way to do business during these times of turmoil and strife is to sell every day what grain you buy, taking your legitimate profit. In so doing you run no great risk. No man living is able to forecast the market during these times.

Cleaning Grain: In my paper at the mid-summer meeting I urged upon the dealers the necessity of putting grain in proper condition before sending it to the terminal market, and I desire to sound a similar note again. It is so easy nowadays to have your houses equipped with improved cleaning machinery and then to keep that machinery in working order so that the grain may be properly cleaned and thus avoid the discounts that so frequently come as a result of dirt. Terminal markets are becoming stricter along the lines of grading and will continue to be more so as we approach the period for federal supervision. It, therefore, behooves us to give strict attention to cleaning our grain before shipping.

Extra care should be taken in cooping cars to avoid leakage. It is only a matter of a few minutes time to prepare a car so that it will hold grain, unless the car be too bad, and in that event we should refuse to load it.

We are hearing every few days of the erection of new elevators over the state, and many times they are built at points where there are already ample facilities for the proper handling of grain. This usually means trouble for both parties concerned. I feel that we as grain dealers should discourage as much as possible the erection of too many elevators. Many times influences can be brought to bear through outside parties that will be a means of discouraging such projects. But if it is evident that such a building is bound to be erected at a point where facilities are already ample it is my advice that the parties already engaged at such places offer to sell out to the new parties, and in many instances it will settle the question, but if it does not, in my judgment it is better to allow the parties to have the point by selling to them and then secure a different location, as there is no doubt that such conditions will disrupt business affairs, and there comes no end of loss to both parties concerned.

Scoopers: I want to sound a word to our receiver members. Occasionally we hear of some firm at a terminal market who is encouraging the handling of grain by irregular shippers who without investment go about the state scooping grain at points where regular equipped elevators are located and whose doors are open for business every day in the year to take whatever grain comes either at a profit or loss, whether it comes by a wagon load or a sack full. While the irregular dealer only comes out when conditions are favorable and when the cream is to be gathered, leaving the field again just as quickly as he came when conditions are unprofitable. Often I feel that the receivers do not appreciate the struggles of the country grain dealer in trying to maintain a profitable business. All terminal markets have rules and regulations for the handling of grain, and they discipline their members for violation of the rules. And yet many of these members are known to have gone into the country and encouraged scoop shovelers and others who have no investment, simply because they are able to exact a wider margin through such scoop shovelers than they could exact from the regular dealer. This all finally reverts back on the terminal marketman, but not until he has done harm to the country dealer. Our association does not in the least try to regulate these matters, but I hope by merely touching along these lines that I will be able to exert some wholesome influence that will cause dealers who have been guilty of such conduct to discontinue such practices. Remember the man who has his money invested in elevator property should have the preference and that the terminal markets are dependent on the legitimate dealer for its supplies the year round. Both the country elevator man and the terminal market man are essential; so let there be harmony.

The president appointed the following Com'te on Resolutions: P. E. Goodrich, Winchester; A. E. Betts, Forest and H. W. Reiman, Shelbyville.

Com'te on Membership: C. A. Ashpaugh, Frankfort; W. B. Foresman, Lafayette, and E. K. Shepperd of Indianapolis.

Ed. K. Shepperd addressed the meeting on "The Yesterday and Today in the Grain Trade." From it we take the following:

The Yesterday and Today in the Grain Trade.

In going back over the conditions, as they used to be, compared with practices in vogue in the grain trade in the present day, we want to keep in mind the effect these changes had, whether for the betterment or detriment of the trade, the effect on the country and the effect on the city or terminal markets. While the methods in the country are indeed very different from the workings of terminal markets, both are a part and a very necessary part of the great grain trade. The closer relations we have between the country shipper and the city receiver the fewer differences we will have, and it's these misunderstandings that sometimes result seriously.

In going back to the halcyon days in the grain business, I must necessarily go back beyond my time, and, in doing so, I often wonder what action I would take if I would learn to my utter surprise that my competitor had a working arrangement with the railroad of a 7c rate from Indianapolis to New York, while I was trying to buy grain figuring on a 9c rate and given to understand, when the railroad official gave me that rate, that I was getting something on the inside. The rates that I have named are not fictitious rates, but are actual rates which the railroad companies back in the '80's would give to the various grain firms, and the rates depended upon how badly the railroads needed business and as to how large a shipper it was who was making application for the rate. But this was a most common practice, and the large shippers were always in a position to get a lower freight rate than the smaller concerns.

Discrimination, which is in the present time a byword in the railroad circles as well as with the various railroad commissions, was in the bygone days never known, but always practiced.

How different from the present day of the State and Interstate Railroad Commissions, who pass on every tariff and require a certain length of time to lapse before even tariffs which they have approved can go into effect.

I hardly think that any of us would want to go back to the old way, but I also think that you all agree that there is plenty of room for improvements in the present method of railroad regulation. Not so much as the advantage in rates are concerned, which one city or territory may have over the other, but the manner in which these various commissions handle railroad matters at issue. This fact was plainly demonstrated when, but a few months ago, at the urgent request of those vitally interested, the Interstate Commerce Commission suspended a line of grain tariffs just on the eve of their effective date. I said suspended. Indeed, it was the Commission's aim to prevent the new tariffs from going into effect, but in the present day of legalities and technicalities, intentions don't count, and consequently through error on part of the Interstate Commerce Commission only a part of the various tariffs that were intended to be cancelled were actually cancelled. So what was the result? Various railroad officials awoke one morning last December and found that through the cancellation of some of their tariffs, and through neglect to cancel some others of their tariffs and some of the tariffs of their competitors, that their rates to Eastern territories were higher than some other roads and perhaps their Western termini rates were lower.

At this same time when these new rates were to have gone into effect an effort to raise the minimum carload weight of corn was made, and, in fact, had been approved by the Commission and was embodied in some of these tariffs which were to have gone into effect. So, on account of the cancellation of only part of the proposed new tariffs, the minimum weight on corn on some roads was, from the date the tariff became effective, 60,000 lbs., and on other roads 56,000 lbs., and in some cases, where in some of the tariffs of the same roads were cancelled and some were overlooked and not cancelled, in these cases, even on the same system, the minimum was different according to the destination of the grain, and, altho this has been six months ago, the average shipper and most all railroad officials are not even yet always positive as to "just where they are at." We will hope for a day when they get rates that are acceptable to all, and when they do we hope again that they will keep them there.

Before the days of the modern dryer hundreds of cars of corn, which arrived in Seaboard markets hot, soggy, discolored and what we now term "mahogany" corn, were dumped into the Chesapeake Bay or into the ocean at almost every Seaboard market, a complete loss to the shipper, and on top of which he even had not only to lose his grain, but the railroad company insisted upon him paying the freight.

In this day and age corn always has a market value, and the very poorest corn imaginable is very seldom worth less than 20c a bushel under the best corn that is coming to the market. So the dryer, unknown in the early days, has become quite a boon to the grain man who is forced on account of competition to send to market corn that he feels sure will need immediate handling to keep it in condition. But, like the wise merchant he is, he chooses the market which is the closest to home and which is equipped with all the modern methods to handle his grain.

While the modern method of drying corn has saved the day for the country shipper, the receiver or the grain man in the terminal, can look back to the days when his greatest trouble was to dispose of the corn which had been shipped him from the country and received on the verge of getting out of condition. Of all the skeptical people under the sun, the buyers of corn, particularly those who are the ultimate consumers, have them all beat. Each different industry that used corn to manufacture different lines of corn products, insisted that the drying of corn took away just that exact property which they most needed. Finally, when year after year the corn continued to arrive in such condition that drying was nearly always imperative, those who were so antagonistic toward Kiln-Dried Corn, through a series of experiments and actual tests, found, with but very few exceptions, that the Kiln-Dried Corn retained all the qualities of the Natural Corn, with the exception of moisture content. In fact, some industries have become very partial to Kiln-Dried Corn, so that now during most of the year, Kiln-Dried Corn sells at a premium, when in the early days it had to go at marked discount.

We are growing better all the time, but we cannot take all the credit to ourselves for the present condition of affairs, as it hasn't been so very long ago, the country shipper, under the guise of being forced by his competitor, would store a farmer's grain for him for months without charge, and think he was putting over a good business deal when he would succeed in filling up his house with grain that he knew he would be able to buy "some day." He was actually giving to the farmer the profit of his own cribs and bins, and on which profit the terminal elevators depend nearly entirely for their source of profit. We cannot give ourselves credit for the present condition of affairs, as far as the free storage of grain is concerned, for if the Public Utility Commission had not included country, as well as terminal elevators, in the list of public utilities, the most of us would probably still be doing the farmer's storing for him, saying to ourselves, to justify our actions, that if we didn't, Bill Jones would.

Beside the marked changes that I have mentioned that we have experienced during the last thirty years in the grain trade, such as the adjustment of railroad conditions, changes in conditions brought about by the modern dryer, the new methods of inspection and arriving at the moisture content of corn, the abolishing of free storage of grain and eventually discontinuing the practice of buying by the acre, there is one great step that I have not mentioned, which has had more to do with the success of the grain trade and has been instrumental in putting the grain business up to its present standard. I now refer to the various associations of grain dealers that we have scattered throughout the grain growing sections of the United States. There was a time when every country grain dealer looked with suspicion upon his competitor. They were striving by all fair and foul means to ruin the other man, if possible. His competitor was probably his neighbor, but they didn't speak—and now, what's the situation? They are both neighbors and friends, and why? They got acquainted by the aid of an association.

L. W. Forbell of New York city addressed the Ass'n on "Grain Exports, Present Status, Prospects and Perils." From it we take the following:

Grain Exports, Present Status, Prospects and Perils.

The present unequalled balance of trade to the credit of the United States is to a large extent the result of the enormous shipments of grain from our shores since the harvest of last year. This country was blessed with bountiful crops of exceptional quality, and therefore was in a position to supply foreign demands of unusual proportions from a larger surplus than it had ever before been its good fortune to possess.

The movement of grain to the seaboard until recently was so large as to overtax terminal facilities and at times cause congestion of so serious a nature as to compel the railroads to place embargoes against certain ports. This condition, however, no longer exists and until a new harvest is under way all ports will be able to handle promptly grain arrivals. Never before has the importance of the export business in grain been so fully realized. At this time it should be the dominant thought of the grain trade as to how the business which has come to us through the pressing needs

of other nations can be fostered and continued for an indefinite length of time.

With practically all the leading European nations at war, and no immediate prospect of a termination of the conflict, it is not to be supposed that they will be able to produce crops of normal size in the near future. Granting that this supposition is correct, it is fair to presume that necessity will compel them to continue to import American grain on an enormous scale. Indications at present point to the production of another wheat crop of similar magnitude to that of last year and all other crops also give promise of bountiful yields.

It is indeed fortunate that a few years ago the Council of Grain Exchanges established a Crop Improvement Committee and the wisdom of such a move is now apparent to all engaged in the grain business. This Committee has labored indefatigably to impress upon the farmer the need of up-to-date methods in soil culture and the care in selecting the best seed and testing it before planting. With more grain to handle by reason of a larger surplus above consumptive requirements the outlet must be solely that of export and to this I direct your attention. It is to your interest to see that in the conduct of this branch of the business no unnecessary impediments are placed in its way. There must be given every opportunity to send this vast volume of grain out of the country, and any legislative action that tends to restrict its free movement or in any way hamper the merchant or exporter, will quickly have its effect upon the grain dealers of the producing states.

It is incumbent upon all state grain ass'n's and the Grain Dealers National Ass'n, as well, to be on guard in the matter of proposed legislation at Washington during the coming session of Congress. Numerous bills affecting grain interests are introduced at each session of Congress and only because of the constant vigilance exercised in detecting vicious legislation and by persistent efforts in opposing it, has the grain trade been able to prevent the enactment of laws that would have occasioned dire confusion in the conduct of business and the entailment of serious losses. I urge you, therefore, to withhold your endorsement of any measure wherein one particular branch of the grain business may be placed in jeopardy, as the injurious effects are bound to be felt throughout the entire trade.

Federal Corn Grades: The Department of Agriculture, as you well know, has attempted the standardization of the grades of grain and after an exhaustive research extending over a period of several years has within the past year promulgated grades of corn. We are advised that some time in the future they will submit grades covering the other grains. It is unnecessary to dwell at length upon the discussion that followed their introduction to the trade or the efforts made at Washington to obtain modifications. Suffice it to say that the Department was practically unyielding to the arguments presented and only a slight concession was obtained. While many Western markets have adopted these grades as suitable to interior business, the Seaboard or exporting markets found them unsuited to their needs and have withheld their approval.

In order that they might become operative in a lawful manner several measures have been before Congress with this object in view, but so far none has met with the approval of both the domestic and export trade. Representatives of the seaboard markets have appeared before Congressional Committees at hearings on the so-called Moss Bill and have protested vigorously against that measure, not that they wish to oppose supervision of the inspection of grain as they are in accord with this idea, but because under the provisions of the Moss Bill, it would be impossible to offer abroad the grade of No. 2 Corn unless the same complied in all respects to the description of the Federal grade which particularly specifies that its moisture content shall be not less than 15½%.

As European markets have never bought other than the grade of No. 2, and this grade is known in every foreign city and hamlet wherever American corn is used, it would be necessary to educate anew the foreign merchants and even the small consumer of American corn in order that they adapt themselves to changed conditions caused by such unwise legislation. It would prove a most difficult task to induce them to buy our corn under a lower grade or by another name and make them believe that they would receive corn of equal quality to that which they have been accustomed to dealing in for nearly forty years.

It can readily be seen how impossible it would be to successfully conduct an export

corn business from December to May under such circumstances and during which period the bulk of the corn movement occurs. You will doubtless agree with me that the quantity of corn that would measure up to the required standard during those months would be too small to receive consideration. Of course it could be artificially dried to this percentage, but the expense of doing this would add so much to its cost that this country would be unable to compete with Danubian corn and the corn from Argentina, which unhappily now enters our country, duty free, and comes directly into competition with American corn in a considerable portion of the Eastern territory to the great detriment of the Western dealer and farmer. What seems necessary at this time is that in any measure looking to the supervision of grain inspection its reference to export grain should either be entirely eliminated or modifications made in the grades that would permit our exporters to meet competition.

This matter is one for serious consideration, and I cannot impress upon you too strongly its importance, not only from the standpoint of the exporter, but the possible effect it may have on your business as well. Individually, and as a state association, you are in a position to exercise great influence in the shaping of coming legislation, and the opportunity will doubtless be given to express your views. We sincerely hope you will make strong representations to the effect that the export trade be encouraged and broadened, whereas under recent attempted legislation it surely would have been placed in a chaotic state.

Another matter that bids fair to cause deep concern to exporting interests in the not distant future is a probable shortage of ocean tonnage. Notwithstanding the difficulties already experienced during the past ten months in this respect and the abnormally high rates of freight and insurance that have prevailed, the opinion is now prevalent that this shortage is likely to reach an acute stage in the months to come. Added to this is the increasing danger of navigation of the seas, and the consequent unwillingness of vessel owners to make charters except upon terms that impose onerous conditions upon shippers. The present outlook, therefore, is not an encouraging one, and presents many difficulties that must be met and overcome in handling the surplus of our crops for export.

I have pointed out to you that by reason of an enormous surplus of grain over the amount required for domestic needs there exists an opportunity for an export business of perhaps greater volume than this country has ever experienced, which if realized will not only add to the material prosperity of the nation, but should afford ample opportunity for those engaged in the handling of grain, whether as a tiller of the soil, a country grain dealer, grain commission merchant, or exporter at the seaboard, to participate in it to the full.

We must, however, work together and realize that the perils which confront us must not be lightly regarded, but that it will require hard and earnest work on the part of grain dealers individually and collectively to bring about conditions that will enable us to reap the advantages to be gained by the magnificent opportunities afforded. Will you do your share in this work?

A. E. Reynolds, Crawfordville: For more than 10 yrs. the grain trade tried to get uniform grading of grain, but failed. The grades established by the Dept. of Agri. will become standard in all our markets when the Moss bill is enacted into law. Any dealer can then sell by government grades or by any name which does not misrepresent or mislead. The Moss bill gives the government the right to use "No. 2," "3" and other numerals in the designation of grades of grain. Others must not use them. Let us have grades which will be uniform the world over. This Ass'n has always stood for uniform grades thruout the country and it shud not take a backward step now.

One of the first bills to be introduced in the next Congress will be the Moss bill unaltered and unamended and we will have a monkey and parrot time unless it is soon enacted into law. I beseech you to take no backward step. Baltimore, Philadelphia, New York and Boston are opposed to this bill, but the exporters of

our southern ports and our inland markets have endorsed this bill. If they can operate under this bill, why cannot the exporters of the Atlantic ports do so? The Moss bill will improve conditions thruout our trade.

Mr. Forbell: Atlantic exporters have built up a trade in No. 2 corn. The European importers can get No. 2 corn from the Argentine or the Danubian countries all the year around, but we can not supply the government grade of No. 2 corn until May unless we export kiln dried corn. We can not compete with other corn exporting countries unless we be permitted to export corn containing 17½ to 18% moisture as No. 2. We are in favor of uniform grades and government supervision, but we object to being forced to abandon our export corn trade on account of a reduction of 2% in the percentage of moisture permissible in our export grade of No. 2 corn.

Hon. H. W. Bullock addressed the meeting on Workmen's Compensation Act and Its Purposes. This new law will go into effect Sept. 1 and applies to employers of one or more employees in any capacity. Section 2 of the law provides that "From and after the taking effect of this act, every employer and every employee, except as herein stated, shall be presumed to have accepted the provisions of this act respectively to pay and accept compensation for personal injury or death by accident arising out of and in the course of the employment and shall be bound thereby; unless he shall have given prior to any accident notice to the contrary."

Mr. Bullock read an interesting paper on Indiana's new law and replied to numerous questions "until all were satisfied."

V. E. Butler, Director of the Grain Dealers' National Mutual Fire Ins. Co., read a paper on "The Cost of Handling Grain and the Relation of the Insurance Companies to the Grain Business." From it we take the following:

The Cost of Handling Grain.

The grain business is divided into two separate and distinct classes operated upon entirely different principles. These two classes are the terminal market grain business and the country elevator grain business.

Two Classes: The terminal market business is operated upon known rules of the trade. Known grades determined by disinterested departments, known compensations for given service, and between dealers in a wholesale way who are governed by these different elements entering into the different trades, while the country elevator grain business is operated upon no known rules of trade except those established by the individual engaged therein. No known grades except those established as necessary to meet competition. No known compensation for a given service performed by the country grain dealer for the producer and between the dealer and the producer in a retail way with no governing elements entering into the trade except the selling and buying and paying for grain according to the dictates of individual judgment.

This being true the two classes of the business are as widely separated, as to the elements entering into the building of a successful business, as they can possibly be, and it is time that these two classes should be separated and the elements entering into the hazards of each class be discussed separately so that the outside interests working with each class of the business may know more clearly the things controlling the profit making of each class.

The outside interests most closely identified with the country grain business are the banks for the reason that they furnish a large percentage of the funds to handle the crops, and the insurance companies who furnish the basis of credit for the grain dealers with the banks.

Profiting by Others Experience: Recently in conversation with a grain dealer of many years experience he remarked: "In this day and age one does not have to buy

experience, and if one is willing to profit by the experience of others the burdens of business are made much lighter and the problems of business made much easier to solve."

Another close student of his business said "The grain dealer who learns nothing save by his own experience generally has to pay so much for his information he becomes bankrupt before he is posted."

These sayings are truth and apply to all lines of business endeavor, but are especially true in their relation to the grain business on account of the many elements necessary to be known before a grain business can be a success.

The mere statement of a supposed fact does not make that statement true unless the fact can be proved beyond question. For instance, a gentleman in the grain trade in Illinois made a statement to me that he could handle grain on a gross margin of ½ cent per bushel, and when I disputed the fact and asked for proof, it was shown beyond a doubt that it cost him 2 cents per bushel without any charge for shrinkage and loss of grades, and that he had made a large loss during the life of his business career—of a little over two and a half years.

Another dealer of like experience said that he had found that it cost him 1½ cents per bushel the first year and 2½ cents the second year.

The experience of these two men mark the dividing line between a successful and an unsuccessful country grain dealer. One working upon the statement of a supposed fact and the other upon a known and proved fact.

No business is surrounded with more hazards of possible loss than that of the country grain dealer, and no business but what has taken more steps to eliminate their hazards of loss than the country grain dealer. There is no business in the conduct of which there arises so many disputes between dealers and between dealers and producers as in that of the country grain business and on account of the lack of knowledge of all parties interested. It has been popular in the recent past to attack all lines of business and the "muck rakers" assisted by the magazines of the country almost succeeded in bringing the public mind to the belief that all business was corrupt, with the possible exception of the banking business of the country.

The grain business of the country has suffered with others through misrepresentation by the application of conditions that ruled many years ago and not the present conditions. It is the purpose of this paper to deal with present conditions and not with the past for the reason that the problems of the present are the ones of greatest importance to you as country grain dealers.

The loss hazards of the country grain business are loss of grades, shrinkage and expense of doing business. If these questions are known and understood by the grain dealers and the producers then a great step has been made and no reason can then be found for the business not being as stable as the banking business, looked upon as being as great a necessity and one performing as great a service to the community as the banker or the merchant or the doctor.

Loss of Grades: Of all the questions involved in the business, the one of loss of grades is the hardest to arrive at as to definite figures, for the reason that grades at country stations are a question of judgment of the individual buyer and vary according to the good or bad judgment displayed in the purchases at the station. I find many in the trade have no records showing the in and out grades of their purchases and have no idea of the loss sustained in this one item. However, we have the figures of several elevators in the state of Indiana which do show that the loss of grades figured to dollar values amounted to 23% of the total expense of operating the elevators.

The U. S. agricultural department in its bulletin No. 1271 calls attention to ten elevators in Kansas working on a gross margin of 4c per bushel and furnishes a table of figures showing purchases, shrinkage, expense and gross profits, etc. From this table we find that the gross profit on 637783 bus. of wheat was \$15161 instead of \$25511 which it should have been had they bought all purchases at grade and on a 4c margin, making a loss of gross profits of \$10350. This loss being divided between loss of grades and shrinkage as follows:

Loss of grades 1-2/10c per bu.=\$7550

Loss of shrinkage 44/100 bu.=\$2800.

In this case the loss of grades amounts to 36% of the expense, equal to 30% of the working margin.

From the books of some Indiana dealers are taken the following facts:

The 1914 corn crop was of good quality

and should have been handled without loss of grades, according to the opinion of many, but an Indiana elevator has this record taken from the books of the company. From Nov. 12 to Dec. 23, 1914, it handled 47 cars of corn which sold as No. 4 at the terminal market upon which the average discount was ½ cent per bushel.

Corn Discounts: Another elevator had a record of five crop years of discounts from which I took the following figures hazardous:

1910	49 cars avge.	discount 2c per bu.
1911	42 cars avge.	discount 2c per bu.
1912	26 cars avge.	discount ½c per bu.
1913	14 cars avge.	discount 2¼c per bu.
1914	42 cars avge.	discount ½c per bu.

These records of discounts are only those sustained in the regular course of business during the movement of corn in the months of November, December and January, and represent fully one-half of the shipments from the station. However, they do not take account of all the loss sustained. For instance, the owner referred to a shipment of 2000 bus. of corn, two cars that went hot out of which he only recovered \$112 showing a loss of \$728. This represents 2c per bushel loss on 36400 bus. sustained on only two cars.

From these figures I think you will agree with me that it is not safe to figure less than 1c per bushel average discount on corn from loss of grades from year to year.

Wheat will show as great a loss of grades as corn, while oat grades will not change much from the grade at which they are bought for the reason that usually the crop is either all good or all bad and are bought upon some given basis.

There is an element entering into the losses sustained by grades that is determined by the general conditions of the grain being received at terminal points. If for any reason the receipts at terminal points show a small percentage of off-grade grain at the beginning of the movement of the crops, the off-grades will sell on the open market at a very small discount under grade grain, but let the percentage of off-grade increase from day to day then the price will be at a greater discount and will cause losses against which there is no way the country grain man can protect himself.

I have gone into the question of loss of grades at considerable length because it is one of the invisible hazards of business against which the country grain dealer has no protection other than his own judgment, and because he has to stand the brunt of criticism from the producer and the terminal markets. It is human to err and it is a peculiar phase of human nature that nine-tenths of mistakes are against the person who makes them, and not in his favor. In the operation of a country grain business errors in grading are many times made purposely in order to increase the volume of business without any thought of the influence the practice of our grading bears to the profits of the business.

Shrinkage in handling the crops is another large item of expense that the general public does not understand, and I am sorry to say that many in the grain trade give this item but little thought. The 1914 oat crop was very fine and many in the trade have claimed the shrinkage was so small that it amounted to almost nothing. Between July 28th and Aug. 26, 1914, an Indiana elevator bought 121459.12 bus. of oats and shipped them out. The shrinkage between his wagon scales and his loading weights into the car was 44.26 bus., with a further shrinkage between his car weights and the terminal market of 463 bus. making a total of 904.26 bus. equal to ¾ of 1% or ¾ of a cent per bushel, amounting to \$455.46 or about \$8 per car.

The record of handling a special car of white corn shows: Bought 1253.22 bus. loaded the second day showing a shrinkage of 16 bus. in two days 1-3/10% equal to \$11.20 on the car—practically 1c per bushel.

Another elevator bought 5516.40 bus. of wheat and handled it in and out of the house in 15 days with a shrinkage of 66.40 bus. or 1-2/10% equal to 1½c per bushel on the total or \$79.00, or \$15.80 per car.

Cost of Operating an Elevator: Almost every elevator in the state will show the above figures in regard to loss of grades and shrinkage, and these two items alone contribute more to the expense of operating a country elevator than do the cost of labor, fuel and insurance combined. For the purpose of arriving at the actual expense of operation of a country elevator I have taken from the books of a plant handling 300,000 bus. the following figures in round numbers: First showing the cost of shrinking and loss of grades and then the actual expense and depreciation and interest:

Loss by shrinkage and loss of grades:	
154,900 bus. oats, $\frac{3}{4}$ of 1% equal to	
$\frac{3}{4}$ c per bu.	\$ 562.5
124,900 bus. corn, 1% shrinkage and	
1c loss of grades.....	2,040.00
20,400 bus. wheat, $1\frac{1}{2}$ % shrinkage	
and 1c loss of grades.....	\$40.00
Total loss	\$3,442.50

EXPENSE.

Salary, helper	\$600.00
Ins. on plant, \$8,000 @ \$1.50.....	90.00
Ins. on grain, \$8,000 @ \$1.50.....	120.00
Taxes	55.00
Fuel, oil and waste @ 50c per	
1,000 bus.	150.00
Incidentals of office \$10 per mo.....	60.00
Traveling expenses per year.....	100.00
Ins. and weight charges, 205 cars.....	100.00
Com. on half purchases.....	224.50
Hedg. half purch. ex. wheat.....	75.00
Depreciation of plant, 3%.....	150.00
Interest on invest., 5%.....	400.00
Interest on money used in business	\$12.50

Total expense\$3,266.25

Total losses and expenses.....\$3,708.75

Making a total of 2 9/10c per bushel absolute cost with no profit to the owner beyond his living of \$1,200 per year. This station is a large one, very much beyond the average, which, I am informed, is less than 100,000 bus.

As the volume of business makes a difference in cost of handling grain, I give you the following results of HANDLING 90,492 BUS.:

Loss by shrinkage and loss of grades:	
Wheat, 955 bus., $1\frac{1}{2}$ % shrinkage..\$	17.19
Oats, 26,495 bus., $1\frac{1}{4}$ % equal $\frac{3}{4}$ c	
per bu.	49.75
Corn, 53,042 bus., $\frac{87}{100}$ of 1% shrink.	
and $1\frac{1}{4}$ c loss of grades..	593.79
	\$1,041.99

EXPENSES.

Salary for self	\$1,200.00
Salary for extra help, 5 mo.....	250.00
Ins. on plant, \$4,000 @ \$1.30.....	52.00
Ins. on grain, \$5,000 @ \$1.30.....	65.00
Taxes	45.00
Gasoline, etc., at 50c per 1,000 bus.	45.00
Incidentals, \$8 per mo. for 6 mo....	48.00
Traveling expenses	100.00
Insp. and weighing, 78 cars @ 55c..	43.00
Comisn. on half purchases.....	224.50
Repairs on plant, 3%.....	150.00
Depreciation, 3%.....	150.00
Int. on invest., 5%.....	400.00
Int. on money used in business.....	235.00
Hedging 50M bu. (half purch.).....	75.00

Total\$2,597.50

Total loss and expense.....\$3,609.49

Or a total of 4 cents per bushel absolute cost with no profit to the owner of the business beyond his living of \$900 per year.

COST OF HANDLING 161,545 BUS.

Another elevator handled 161,545 bus. with no record of loss of grades or shrinkage shows as follows: Investment in property, \$13,505.69.

EXPENSE.

Labor	\$1,245.00
Taxes	205.00
Power (steam)	567.48
Insurance (grain and house).....	108.00
Repairs	108.00
Int. on average capital, \$5,077 @ 5% ..	253.85
Int. on invest., \$13,505.69 @ 5%.....	675.28
Depreciation, 3%	406.60
Insp. and weighing, 135 cars.....	74.25
Com. half purchases	400.00
Incidentals	217.30

Total\$4,476.58

This house shows an absolute cost of 2.77c per bu. without shrinkage and loss of grades, and if the average shrinkage of 1% and the average loss of grades were added to this expense it would show a handling charge of 3 3/4 c per bushel.

COST OF HANDLING 62,419 BUS.

Another elevator handled 62,419 bus. with no record of loss of grades or shrinkage shows as follows: Invest., \$4,000.

EXPENSE.

Labor	\$1,092.18
Taxes	102.15
Power	150.00
Insurance (house and grain).....	126.15
Repairs	90.55
Int. on average capital, \$3,112 @ 5% ..	155.60
Int. on investment, \$400 @ 5%.....	200.00
Depreciation, 3%	120.00
Insp. and weighing, 52 cars @ 55c.....	28.60
Commission (half purchases).....	155.00
Incidentals	40.00

Total\$2,980.27

This house shows a cost of 3.7c per bushel, and had a record been kept of shrinkage and loss of grades there is no doubt but what the cost would be close to 5c per bushel.

In the first two houses used to illustrate expenses the power was gasoline engines, while in the last two the power is steam, and I want you to note the difference in cost. Gasoline costs 50c per thousand, while steam costs \$2.50 and \$3.50 per thousand bushels handled.

It is a common condition of affairs in almost every country town to find all the other business interests arraigned against the grain business. Those who try to be fair are often mistaken in their judgment of the profits of the business because they are not acquainted with the cost of doing this class of business, and they figure the price of cash grain at the terminal market, deduct freight and say the dealer is getting 2 or 4 cents per bushel profit, without thinking of the real service that the established grain man is giving. Also the fact that he is paying the highest prices that the best market pays for the quality and condition of grain offered in any quantity or any time of the year the farmer may think best to dispose of it. He meets all legitimate competition, assumes all risks of fluctuating markets and loss of grades, shrinkage, cost of maintenance, etc., for a less consideration than any other line of business in the town.

To illustrate, the grain man who handled 50,492 bus. of grain paid out to the farmers \$56,523.00 at an expense cost of 6.3c on his volume of business, without any profit to himself. Is there a merchant any place in the country who will undertake to do business at less than 25% average margin on the same volume of business. Let's see how the figures compare. The grain man invests \$56,523.00 on a commodity out of which he must get a handling charge of \$2,500.00, making a total of \$60,122.00 before any profit accrues to him. This equals 4c per bushel, but if he could do business as the merchant he would buy \$56,523.00 worth of grain, upon which he would get a gross margin of 25%, equal to \$14,130.75, which would be equal to 15 1/2 cents per bushel. Now, let's analyze the conditions under which these two businesses are conducted in every community. In the first place they are both necessary to the welfare of the community, and both perform a service.

The merchant buys his goods only when there is a demand for them, and can choose his time of purchase. The grain man buys his goods any time the farmer desires to sell regardless of the demand or condition of the products on the markets.

The merchant buys his goods with future datings upon which he gets a discount for cash. The grain man pays spot cash for all purchases with no discounts.

The merchant has an investment of \$10,000 in stock and \$3,000 in a store room. The grain dealer has a plant worth \$5,000 and an average investment in grain of \$10,000.

The merchant does business every day, while the grain man is practically idle one-third of his time.

The merchant sells a percentage of his goods on time; so does the grain man.

The merchant is not called upon to advance money to his customers, but the grain man is. You will see by this comparison that there are some conditions more favorable to the merchant than to the grain dealers, but which of the two is of the most importance to the community? Go to the banker and ask him which is the most important to him as a banker, and he will say a good grain man. Go to the merchant and ask him which is the most important to him as a merchant, the banker or the grain man, and he will say the grain man, but as a matter of fact all three lines of business are a necessity in every community and the upbuilding of the community financially depends upon the united efforts of these three interests.

Farm products are one of the sources from which all new wealth of the country is derived, and it is due to the grain man that through his experience and expertness the producer receives all his products are worth in the open markets of the world, and for this service performed, which is a benefit to the merchant and the banker as well as other business interests, he should receive an equal remuneration and equal consideration in the business world.

The merchant performs an equal service by supplying the necessities of life by assembling together those articles required by the community, and selling them at prices consistent with good business methods.

Through the channels of banking flow all of these commercial transactions and it at once becomes the clearing house for the

community and its success as a banking institution depends upon the prosperity of its clients. Therefore, bankers should be close students of every line of business with which they do business, so that they may know if any given line of endeavor is bringing a return on the investment therein.

It is for this reason that this paper has dwelt so at length upon the invisible losses in the country grain business in hopes that some new idea has been brought to your attention for you to figure out in your own business and from your own business experience you will be able to give to your banker some information that will be of benefit to him in his discussion of the grain business with his clients who are largely producers and through this discussion a better understanding of the problems of the country grain man will prevail.

The mutual insurance companies have felt for a long time that the men engaged in the country grain business in general over the country have not been receiving remuneration their due for the service they perform. Through their investigation they have learned that the great expense of operating an elevator is the service that is given.

The prices, their experience and knowledge of the grain business enables them to pay, with the service they give is of great value to the community in which they do business, and these communities need reliable and experienced men, those whose integrity is beyond question to handle a business of so much importance and if such men can be encouraged to continue in the business and those not reliable or experienced discouraged from entering the business or eliminated from business if already engaged in it, then the business will be more profitable to those engaged in it and a still greater service can be rendered the public. The bankers of the country can do much to correct some of the bad practices now prevailing in the grain trade, and if these bad practices can be eliminated then the cost of insurance can be reduced very materially.

Adjourned to 7:45 p. m.

Entertainment.

The comite on entertainment consisted of E. K. Shepperd, E. D. Anderson, W. C. Hayward, Pliny Gale and Paul Van Leunen. The visitors and local members of the trade assembled in the large dining room of the Board of Trade promptly at 7:30 Tuesday evening and opened the session with Pres. Deam's favorite song, "On the Banks of the Wabash."

This was followed by numerous cabaret and dancing numbers, exclusively by local talent, until 9:00 o'clock, when Hon. James E. Watson was given the floor. Mr. Watson and Pres. Deam formerly attended Christian Endeavor meetings together. Mr. Watson's famous topic is the Merchant Marine, and the way he quoted statistics indicates he has forgotten more about the subject than the average grain dealer will ever learn. He said in part:

Merchant Marine.

The question of transportation is intimately associated with our civilization and with the grain business in general. New transportation problems are constantly being presented for solution which demand attention at our hands. We can no more apply the old system of transportation and the old system of civilization to the new conditions, than we can apply the laws of this day to the conditions of the earth when Moses was a boy. New conditions must have new laws.

About 110 years ago we carried in our American bottoms 980,000 tons of American commerce. Last year we carried 900,000 tons, or 80,000 tons less than 110 years ago. In 1861 we carried 2,400,000 tons. From 1861 to last year there has been a steady decline in our commerce on the ocean.

Mr. Watkins followed this startling opening to his talk with recommendations as to a remedy, chief of which was ship subsidy. He drew striking contrasts between conditions in countries already

having adopted such a measure and conditions in the United States, having only 13 vessels engaged in ocean traffic. In conclusion he recommended that the ass'n pass a resolution favoring the subsidizing of ships.

A recess of 5 minutes was allowed following Mr. Watkins' talk and during this time the com'ite on memberships visited with those dealers present who were not members, or who had permitted their dues to lapse. The results were gratifying. Also during the recess the strawberry and lemonade punch bowls were popular.

Upon resuming, a dainty little toe dancer was introduced and a rush was made for the front row seats.

The evening ended with a darky quartet singing southern melodies.

Private parties for the entertainment of visitors were provided by practically all of the Indianapolis receivers. Bert A. Boyd was as popular as ever and his new Cadillac "8," Number 1313, was at the disposal of the grain men thruout the two days. This included the use of his handsome chauffeur. The same is true of C. A. McCotter's car, the insurance car working overtime despite a badly cracked spark plug.

Wednesday's Session.

President Deam called the closing session of the convention to order promptly at 9:30 on Wednesday, announcing that the principal topic of interest for the day was General Discussion. He asked that everyone remain to participate.

Sec'y Riley delivered a brief report on the accomplishments of his office since last January. The figures read are as follows:

Secretary's Report.

FINANCIAL STATEMENT.

RECEIPTS.	
Cash, Jan. 15, 1915.....	\$1,707.60
Account dues	959.00
Account dues additional stations..	141.00
Account directories sold.....	14.00
Account exchange on drafts.....	.15
Account freight claims.....	399.98
Account advertising in directory...	88.60
Total receipts	\$3,310.33
DISBURSEMENTS.	
Sec'y's sal. from 1-1-15 to 6-1-15..	\$ 900.00
Sec'y's traveling expense.....	30.74
Stenographer, 1-11-15 to 6-5-15....	273.00
Freight claims	280.73
Printing	44.25
Postage	74.38
Office expense, etc.....	135.33
Legislative expense	33.68
Board Managers Traveling expense	47.20
Nat. Ass'n dues.....	100.00
Automobile account	358.90
Convention expense January.....	50.00
Total disbursements	\$2,328.21
Cash on hand June 7, 1915.....	\$ 982.12

STATUS OF MEMBERSHIP.

Shippers	219
Receivers	67
Asso. members	12
Total	298
Additional stations	106
New members since January—	
Shippers	32
Receivers	4
Asso. members	1
Total	37
Members delinquent—	
Shippers	7
Receivers	2
Dropped account selling out, etc.—	
Shippers	1
Withdrawn in good standing—	
Shippers	2
Receivers	1
Asso. members	1
Total dropped since Jan. report.....	17
Net gain	20

CLAIMS DEPARTMENT.

Claims filed	785
Claims paid	581
Claims under investigation.....	64
Claims refused payment.....	140

In the absence of Treas. Bert A. Boyd, Mr. Riley also read a corresponding report from the office of the treasurer.

During the session at intervals of 30 minutes bulletins were read announcing market prices and these were anxiously looked forward to. Sec'y Riley, after reading the first bulletin, announced the meeting open for general discussion and called upon Prof. Russell, Dep't of Agriculture, Decatur, Ill., saying that he might know something of the new and intricate system of bookkeeping introduced for farmer elevators by the government. Mr. Riley added that if the average man in the grain business were compelled to master the system, before being able to make a living, he would quit business.

General Discussion.

Prof. Russell: The bookkeeping system of the government is a little out of my line, but we receive many inquiries from people who are not in the grain business and know nothing at all about the business. For information concerning the operation of elevators. For this reason we are getting out our Elevator Bulletin. It will be a very simple bulletin, illustrated with fotografs, designed to teach the first principles of the business. But there will be nothing in the bulletin to give you experienced elevator men much information.

Pres. Deam: We were all so interested in Mr. Butler's paper yesterday that he is with us again this morning to answer questions. Mr. Butler knows whereof he speaks and I would suggest that he again take the floor.

Mr. Butler: I have found that the large percentage of operators have no idea of their in and out grades of corn. They buy so much wheat, corn or oats without making a record and then ship it all out. After that they count their money and figure they are in or out so much on the transaction. But it is necessary to know exactly what the grades are doing. Do not become a "bushel fiend" regardless of grades. The operator should not want the business so much as he should want the money. The average shrinkage on oats is ¾% and on carrying from fall to May it will run 3%. Shrinkage of corn varies from year to year, depending on the moisture content. It is a peculiar fact that in years of excessive moisture the shrinkage is less than in the drier corn.

Tom Morrisson: We all know that Mr. Butler is in the insurance business and I believe he should tell us on what basis people handle grain in the states having excessive fires.

Mr. Butler: In some of the "excessive" states the dealers sometimes try to do business on ½c gross margin. Country receipts are much larger in that territory than here, the average being 150,000 bus. per house. But as soon as I called the matter of shrinkage and costs to the attention of the operators in that territory they tried to do better and the result is that the number of fires from that territory is materially reduced. It happens that they were trying to pay the expenses of the grain business with their side lines, but on investigating we found the side lines were losing as much money as the grain business. My advice is to investigate business until it is found out whether money is being made or lost. Keep the property itself upon a good basis and keep up repairs. The more interest shown in the business and property the less is the risk of fire. Many things about the grain business are not understood by the producer, principally the cost of running the elevator.

I wish a com'ite on publicity might be appointed from the different state ass'ns, the duty of which would be to compile information on the subject, absolutely correct, to be placed before the producers. We have not been able to place these facts before the producers heretofore. The farmers have much time to read and the publicity com'ites should get the matter into the farm journals. I have faith in the American people, and especially in the farmer, and he will readily recognize these facts once they are placed before him.

Mr. Morrisson: I believe the idea a good one and especially as it will be given the farmer by someone other than the grain dealer, as he often knows no more about figuring his costs than would the farmer. One man I know, who has been careless in his methods, resulting in fires, has a rating of FFFF in Bradstreet's. This stands for "two failures and two fires."

Sec'y Hitchcock, Ill. Grain Dealers Ass'n, Urbana, Ill.: I wish to assure the Indiana dealers of the support of Illinois in making up such a publicity com'ite. Furthermore, I believe that only when the various state ass'ns begin pulling together in other ways than this, will the grain dealer realize to the fullest the possibilities of the business.

Sec'y Pond, Buffalo Corn Exchange: Mr. Riley has just spoken of his claim dep't; we often get letters asking for claim information which we have not on hand. Either your seals are put on in such a careless manner that it is absolutely illegible or the record has been lost. The latter has happened on very few occasions. Shippers frequently ask for a weight certificate on the statement that they are the shipper of the car. As a matter of good business these inquiries are always investigated and we sometimes find that the party inquiring is not the shipper. The information then is refused. He is asked to make inquiry thru the party who really did ship the grain. If you are the shipper of a car of grain to our market and want any information regarding it you will obtain it at once, but if the car was sold to someone else and then shipped to Buffalo inquiry must be made thru the man shipping it.

A. E. Reynolds: I believe that all this information should be public property. The reason this information is asked so often is because some of the middlemen have seen fit to falsify the weights.

Mr. Pond: Any of this information may be made public, but only thru the medium of the man who shipped the car.

J. J. Rammacher, Buffalo: The Buffalo market is increasing its facilities for handling a large volume of grain and the elevator capacity by fall will be increased to 4,000,000 bus., and there should be no delay in the prompt handling of grain.

Sam Finney, Chicago: My sympathies are with you because I am a Hoosier. You are all so familiar with conditions at Chicago that there is nothing I can tell you regarding the market.

J. H. Bowne, New York: I wish I could have said something yesterday, as I had a lot of good stuff made up, but the other speakers "have stolen it all" and by this time it is stale.

At this point Sec'y Riley called for crop reports and without exception every section reported wheat as almost ready for cutting. The state has the best prospect for a bumper crop of wheat in its history and many dealers will be handling it by Independence Day.

H. W. Reimann read the resolutions, each of which was adopted as read.

Resolutions.

POMERENE BILL.

RESOLVED, That we earnestly endorse Senate Bill known as the Pomerene B/L Measure. We believe there is widespread need for a measure that will establish the legal status of the B/L. The Pomerene Bill, if enacted into law will meet all such requirements. We urge our Congressmen and Senators to support the measure.

SYMPATHY.

INASMUCH as Providence has seen fit to remove from our midst the Hon. Harry S. Grimes of Portsmouth, O., ex-pres. of the Grain Dealers Nat'l Ass'n; Samuel W. Strong of Urbana, Ill., sec'y of the Illinois Grain Dealers Ass'n; and Eldridge Blish Thompson of Seymour, Ind., a victim of the Lusitania horror, and

WHEREAS, No more shall we have the pleasure of meeting these brothers in this life, be it

RESOLVED, That the Sec'y of this Ass'n set apart a page in our records as a memorial to these departed friends, and that he convey our sympathy to the bereaved families of the deceased.

SPECULATION.

RESOLVED, That we look with alarm on the unwarranted and wild speculation in food stuffs. The growing tendency toward option buying and selling by those unacquainted with the grain business should be discouraged. Legitimate buying and selling of grain for future delivery should not in any way be restricted by legislative measures. Such restrictions would materially hamper the free movement of crops. Every facility for moving forward the grain crops quickly, safely and cheaply should be encouraged.

We look with disfavor on the public warehousing proposition; we believe that any effort on the part of the Federal State Government to provide public warehouses, which shall issue storage receipts, on which banks may loan money to the holders of grain is dangerous and socialistic in its tendencies. The establishment of such public warehouses, issuing of such receipts, would create unwarranted speculation in the food supply of the people, and such practices would put an additional tax on grain that is wholly unwarranted; that there is no need nor demand for such warehouses for the storage of grain; that the whole country from producer to consumer will be better served by the present method of movement of grain. We urge our respective Congressmen and Senators to use their best effort to prevent the passage of such warehousing measures.

CONTRACTING OF FUTURE GRAIN.

WHEREAS, Pres. Deam has sounded a note of warning as to the danger in the general contracting of grain for future receipt from the farmers or for future shipment, on account of the numerous elements of uncertainty, growing out of the Euro-

pean War and other abnormal conditions, be it

RESOLVED, That it is the sense of this convention that each and every grain dealer should exercise extreme caution in contracting to buy or sell grain for future delivery, handling the same only when ready for delivery, and be it further

RESOLVED, That because of the continued violent and extreme fluctuation in prices, hitherto unexperienced by the trade, and the advanced prices current, all grain should be handled on a margin of gross profit much in excess of the margin that has generally obtained, and extreme care should be exercised in cleaning and conditioning grain for shipment, as discounts on account of failure to grade are now and will of necessity be much wider than under normal conditions.

STANDARDIZATION.

WHEREAS, This Ass'n and the grain trade in general in the producing states have for years labored for uniform standardization of grain grades and hoped for uniform application thereof, and whereas we have firmly supported the efforts of the Dep't of Agriculture, at Washington, through the Legislative Com'te of the Grain Dealers National Ass'n and otherwise, in its efforts to secure such legislation as will give promise of the relief desired, therefore be it

RESOLVED, That we reaffirm our former position in the support of the measure, known as the Moss Bill, and urge its reintroduction at the beginning of the next Congress, and we here and now renew our pledges of support to the Legislative Com'te of the Grain Dealers National Ass'n and its efforts to secure the enactment of the law.

SHIP SUBSIDY.

WHEREAS, The commercial business of this country, and the grain business especially, is largely dependent upon transportation, both domestic and foreign, and whereas the merchant marine of this country is and has for years been inadequate to meet the growing needs of our people, therefore be it

RESOLVED, That it is the belief and desire of this Ass'n that proper, effective and vigorous steps should be taken at once to provide by subsidy and otherwise for an adequate merchant marine, and be it further

RESOLVED, That the Honorable Senators and Representatives in Congress from this state be requested and urged to support such measures as will assist in accomplishing the development of an adequate merchant marine, by means otherwise than by government ownership.

ANNUAL OUTING.

WHEREAS, The grain dealers and their families have on more than one occasion found pleasure and recreation in an outing at Lake Maxinkuckee, and it has been the desire of those who have availed themselves of this pleasure, that the event should be made one of annual recurrence, therefore be it

RESOLVED, That we provide for an outing this year at one of the lakes of the

state, and that all those who can possibly attend do so, accompanied by their families and other friends, and we now join to plan to make the outing a success.

COMITE ON PUBLICITY.

RESOLVED, That the recommendation of Mr. Butler that the various grain dealers Ass'ns appoint a joint com'te on publicity, and we recommend that this question be referred to the Board of Managers for favorable action.

Sec'y Riley suggested the addition of two resolutions, one thanking the Indianapolis dealers for the entertainment and the other encouraging Pres. Wilson in his present stand regarding the European War. Suggestion carried.

Mr. Southworth, Toledo, gave a characteristic talk, after which Mr. Reynolds took the floor to explain the disadvantages of overcrowding any shipping point with elevators. He said among other things that 93% of all new business ventures failed. Out of 50 of the successful ventures only 40% descend from father to son. Of these 40% half of the sons fail in the first ten years.

Following a short talk by Sec'y Riley on the co-operative movement in which he quoted figures showing the operation and final failure of a local dep't store running on the co-operative plan, the convention adjourned.

Convention Notes.

E. N. Williams was on hand from Nashville, Tenn.

H. E. Elgert, rep't'g J. A. Manger & Co., Baltimore, Md., was an interested spectator.

L. W. Forbell, rep't'g L. W. Forbell & Co., and J. H. Bowne, rep't'g Keusch & Schwartz Co., were present from New York.

Grain Dealers Fire Ins. Co., Indianapolis, had charge of registration and distributed identification badges. Mr. and Mrs. C. B. Sinex were in active charge.

Chicago was represented by J. G. R. Graham, rep't'g Mackenzie & Day; E. F. Thompson, rep't'g Lamson Bros. & Co.; G. L. Stebbins, rep't'g Sawers Grain Co., and Sam Finney.

E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n, Champaign; R. C. Baldwin, Bloomington; Frank Jones, Ridge Farm, and C. A. Russell, Dep't of Agriculture, Decatur, were present from Illinois.



Photo by Maurer, Galveston.

Texas Grain Dealers Ass'n at Galveston, First Section Cirkut.

The following were present from Buffalo: E. Pond, Sec'y Corn Exchange; J. J. Rammacher; E. B. Black, rep'tg W. G. Heathfield & Co.; C. A. Bartow, rep'tg Electric Grain Elevator Co.; and E. E. McConnell.

E. L. Southworth distributed folders showing the location of Southworth & Co. in the new Second Nat'l Bank Bldg. From Toledo also came W. W. Cummings, rep'tg J. F. Zahm & Co.; and Abner Guitteau.

Machinery and supply men present were J. B. Van Voorst, rep'tg Reliance Construction Co.; A. S. Garman, rep'tg Huntley Mfg. Co.; F. W. Kennedy and B. C. Nelson, rep'tg Kennedy Car Liner & Bag Co.; and W. C. Mander.

Among the Indiana shippers present were E. B. Adamson, Carlos City; R. Alexander, Lafayette; W. H. Aiman, Pendleton; G. L. Arnold, Bluffton; C. A. Ashpaugh, Frankfort; H. W. Alpers, Huntington; D. L. Brookie, Frankfort; J. S. Blakey, New Lisbon; J. J. and J. C. Batchelor, Sharpsville; R. W. Baker and M. U. Burrows, Crawfordsville; U. G. Barnes, Plainville.

V. Chance, Lewisville; C. N. Clark, Whitestown; R. F. Cohee, Frankfort; H. C. Clark, Shirley; O. A. Davis, Michigantown; J. Dean, Fiatt; H. H. Deam, Bluffton; O. A. Dutches, Walton; J. E. Deaton, Sidney; J. W. Fisher, Lapel; A. H. Flanagan, Crawfordsville; W. B. Foreman, Lafayette; W. Frank, Frankfort; J. R. Guild, Medaryville; J. Gordon, Summitville; P. E. Goodrich, Winchester; J. F. Good, Warren; J. N. Gordon, Medaryville; A. B. Hinshaw, Nora; J. R. House, Hobbs; J. C. Hahn, Kennard; J. Howell, Cammack; W. E. Harting, Elwood; J. T. Higgins, and son, Lafayette; F. G. Heinmiller, Lafayette; H. L. Holly, Atlanta; W. H. Hershman, Tipton; E. Hutchinson and son, Arlington; S. Herr, Crawfordsville; N. S. Hufford, Frankfort.

L. Jackson, Adams; F. Jones, F. Kelley, Lafayette; E. Kirkpatrick, Frankfort; J. S. Leakey, New Lisbon; T. A. Morrisson, Kokomo; H. A. Martin, Newcastle; A. L. Nelson, Montpelier; C. F. Naber, Fairmount; F. W. New, Greenfield; C. F. McBane, Fortville; F. New, Greenfield; C. O. Powell, Lebanon; O. E. Powell, Boswell; A. E. Reynolds, Crawfordsville; S. F. Ross, Jonesville; C. F. Reeves, Charlottesvill; J. H. Shine, New Albany; W. F. Starz, Fowler; J. Summers, Ambia; R. S. Stahl, Thorntown; U. Seeger, Clarks Hill; O. J. Thompson, Kokomo; D. Unger, Russville; N. A. Wall, New Ross; T. B. Wilkinsson, Knightstown; W. Wisehart, Millville; J. M. Walker, Wheatland; C. F. Wall, Lizton; R. H. Weir, Scottsburg; A. P. Watkins, Lincoln, and H. W. Reiman, Shelbyville.

Echoes of Texas Meeting.

Proceedings at annual meeting of Texas Grain Dealers Ass'n at Galveston following telegraphic report on page 719 of May 25 number.

President's Address.

Until the turmoil of Europe had caused the temporary closing of the cotton exchanges there had been considerable prejudice against the exchanges of our country. It did not take long for the heretofore prejudiced cotton raiser to ask the question, 'Why this sudden uncertainty of cotton values?' Heretofore he could tell at any time within 50c of the value of his bale of cotton. But with the cotton exchange closed the best posted cotton man could only approximate values, while with the grain exchange in operation definite grade values could be ascertained at any moment.

Then it was that the cotton raiser began to realize the economic necessity of some center where world thought as to cotton values could be registered as a guide to the public. Let us be thankful that the South has been taught the value of the exchange in the marketing of its products, before unscrupulous politicians had the opportunity to inflict upon us the calamity of closing these exchanges by a legislative act that it would have taken several years to have gotten out from under.

I believe that it is pretty well agreed that should there be any advance in grain rates that we shall favor an advance along horizontal lines, and on such a basis as not to disturb present relationships. The grain business of Texas has been built up to its present standard under the existing system of rates and transit privileges. While from a general standpoint I have great respect for the tentative tariff offered by the railroads, there are some very serious defects in same; in fact, some flagrant discriminations against those who have handling facilities.

More and more do our officers need the assistance and co-operation of the entire membership. I am compelled to say that as a whole the membership is very negligent in this respect.

If the people understood better the many things that stand between first cost and profitable selling price in every business they could not be swayed as they are now by unscrupulous demagogues and politicians, who lie awake at nights thinking up schemes to prejudice the unthinking and uninformed classes against business. The truth is, a politician no longer tries to secure an office by basing his campaign on sound business and governmental principles. He must have something in his platform to get his share of the votes of the thinking people, but the balance of his platform must appeal to the prejudices of the misinformed and uninformed.

In conclusion, let me beg that the Texas Grain Dealers Ass'n shall continue to culti-

vate that harmony that has ever been characteristic of the organization and that it continue to encourage and maintain trade ethics that are above suspicion and an organization that is known for square dealing and broad-mindedness the country over.

The following resolutions were adopted:

Resolution.

NAMING INSPECTORS AT FT. WORTH AND GALVESTON.

WHEREAS, The shippers of grain are required to pay inspection charges when shipped to Fort Worth and Galveston; therefore should be entitled to the privilege, through the executive committee of the Texas Grain Dealers Ass'n, or thru a special committee appointed for that purpose, of the right to participate in the selection of the inspectors at these points; therefore, be it

Resolved, That the Texas Grain Dealers Ass'n, in annual meeting assembled, hereby demand that we have equal rights thru the proper committees in the selection of the chief inspectors and their assistants in these markets; for the reason that it is nothing but fair and right that the shipper is forced to pay inspection charges on grain shipped to these markets and are compelled to accept the grades given our grain by these inspectors; and if our association is accorded the right and privilege of co-operating in the selection of these inspectors, it will tend to relieve the inspector of the obligation to the buyers in these markets and place an equal obligation on them to give the shippers equal consideration.

AMENDMENTS TO BY-LAWS.

Amend Section 11 of Article 9 of the Constitution and By-laws to read as follows:

"On appeal from Arbitration Com'te to Executive Com'te the appellant shall file all papers with the Secretary within fifteen days of the decision of the Arbitration Com'te; failing to do so, the verdict of the Arbitration Com'te shall be final. All awards of the Arbitration Com'te or the Executive Com'te shall be paid to the Secretary of the Ass'n within twenty days after decision has been rendered, and the Secretary shall immediately remit the party entitled to same."

Amend our Constitution by adding Article 10, as follows:

"Section 1. The secretary shall establish and maintain a claim department for handling railroad claims for members and others, who may elect to collect their claims through this department.

Section 2. Where all claims originating with any member or non-member are presented and filed with the secretary for collection a charge of 10 per cent of the amount so collected shall be made.

Section 3. Whenever such member or non-member shall not file all claims with the department, and only present a portion of same, shall then be required to pay 25 per cent of all amounts collected.



Texas Grain Dealers Ass'n at Galveston. Second Section Cirkut.

Section 4. Any claims which may be filed by individuals who are non-members shall be required to pay double the amount charged to a member.

Section 5. The Executive Com'tee shall have supervision and control of this department.

Amend Section 1, Article 3, of the By-laws to read as follows:

The dues of this Ass'n shall be \$20 per year, payable annually in advance.

FREIGHT RATES AND TRANSIT RULES.

WHEREAS, The railroads of Texas have proposed to the Railroad Commission a new tariff of rates and a new set of transit rules to apply on grain and grain products; be it

Resolved, By the Texas Grain Dealers Ass'n that the sense of this association with reference to this new tariff and transit circular is as follows:

1. We have no recommendation to offer with reference to the volume of the rates proposed, being content to leave to the decision of the Commission a matter of such vital importance and having full confidence that the Commission will carefully consider all the facts and decide the case strictly on its merits and without bias and prejudice.

2. We approve in part the basis for making rates, which has been proposed, and also the general plan of the transit circular submitted.

3. We are strongly opposed to increasing the distance at which maxima rates are reached, and propose that such maxima rates on all commodities subject to the tariff be reached at a uniform distance of not to exceed 165 miles.

4. We strongly oppose any change in the boundary lines which now mark differential territory.

5. We favor retention of the rule now in effect, relating to the shelling of corn and the threshing of maize, kafir, etc., in transit.

6. We are opposed to the principle of granting a stop privilege after milling on any mill products, except on wheat, bran and shorts.

7. We are strongly opposed to any change in the existing rules and charges governing switching.

8. We favor retention of present arbitrary of 12½¢ over carload rates on L. C. L. shipments.

9. We favor retention of present transit rules on mixed feeds without limitation of percentage of ingredients.

10. We oppose any change in maxima weights.

11. We favor incorporating in the grain tariff rates on rice, bran and rice polish.

12. We are opposed to the equivocal language used in the rule proposed covering out-of-line and backhauls.

Convention Notes.

E. A. Beardsley was the only man from Omaha, Neb.

Louisiana was represented by Willis P. Weber of Lake Charles.

S. W. Gladney of Sherman, Tex., is reported as an expert on crabs.

The railroads were represented by traveling freight agents and others numbering eighteen.

The Texas Grain Dealers Ass'n now has 212 members, which is the largest membership on record.

T. C. Thatcher of Oklahoma City fell at the bathhouse and wrenched himself so he could hardly walk.

J. A. Stephenson of Fort Worth is one of the 16 organizers of the Texas Grain Dealers Ass'n, and was the only one of the original 16 present.

The Entertainment Com'tee, composed of those identified with the grain trade at Galveston, issued a handsomely printed program as a souvenir.

Kansas City was represented by B. C. Moore, pres. of the Moore-Seaver Grain Co.; Paul Uhlman of the Terminal Elevators, and Fred C. Vincent.

Oklahoma shippers present: E. S. Bouldin of Pryor, Tom F. Carey of Norman, Thos. S. Kelly of Wolfe City, N. G. Rardin of Texahoma and T. C. Thatcher of Oklahoma City.

Among the ladies present were Mrs. O. H. Black of Leonard, Mrs. J. L. Bloodworth of McGregor, Mrs. D. O. Green of Seymour, Tex., and Mrs. T. C. Thatcher of Oklahoma City, Okla.

Souvenirs distributed were: Key pouches, by Moore-Seaver Grain Co.; bill books, by Easton Grain Co.; watch chains, by Fulton Bag Co.; pencils, by Douglas King, Dorsey Grain Co., E. F. Newing, Easton Grain Co., Werner Wilkins; penholder, by E. R. & D. C. Kolp.

Fort Worth was well represented, by Chas. Champion of the Moore-Seaver Grain Co., H. B. Dorsey, R. F. Dorsey, C. D. Ferguson, Douglas W. King, E. R. Kolp, I. A. Mabry, W. W. Manning, R. I. Merrill, T. G. Moore, E. G. Rall, J. A. Simons, Marshall H. Smith, J. A. Stephenson and Werner Wilkins.

Texas dealers in attendance were:

Claiborne Adams, El Paso; H. A. Allen, Wichita Falls; H. Altringer, Stratford; J. A. Austin, Brownwood; J. E. Bishop, Houston; J. A. Birdsong, Vernon; O. H. Black, Leonard; L. G. Belew, Pilot Point; E. R. Bryant, Lockney; J. N. Beasley, Amarillo; M. M. Bonner, Plainview; H. J. Bradfish, Weatherford; C. W. Barrett, Temple;

J. L. Bloodworth, McGregor; Eugene S. Blasdel, Amarillo; J. W. Brodhead, Waxahachie.

C. M. Carter, Bay City; S. E. Chadwick, Cresson; J. T. Chambers, Sanger; J. S. Chriswell, Graham; Homer N. Chapman, Waxahachie; R. A. Chapman, Jr., Sherman; S. W. Childers, Santa Anna; A. E. Childers, Temple; Fred R. Cornforth, Waco; B. E. Clement, Waco; R. L. Cole, Krum; E. T. Coleman, Plainview; L. F. Cobb, Plainview; Tom F. Connally, Clarendon; A. B. Cowan, Howe; J. A. Cox, Vernon; A. B. Crouch, Temple; L. A. Crabtree, Whitesboro; J. M. Crawford, Coleman; J. H. Davis, Knox City; W. L. Dowlen, Windom; R. W. Dillard, Midlothian; E. B. Doggett, Dallas; E. C. Douglas, Houston; T. F. Duncan, Waco.

Allen Early, Amarillo; L. C. Early, Waco; S. Edwards, Sweetwater; C. L. Edmiston, Crockett; A. W. Farris, Chillicothe; Gus Giesecke, San Antonio; M. C. Giesecke, San Antonio; S. W. Gladney, Sherman; W. G. Goodall, Valley Mills; D. O. Green, Seymour; Geo. M. Hamilton, Amarillo; M. Harding, Dallas; W. B. Hestand, White-wright; John A. Hester, Mullen; Grant Hibarger, Amarillo; R. S. Hicks, Miles; Geo. H. Hodgins, Wichita Falls; B. M. Holland, Tuscola.

Walter Jenuil, San Antonio; H. B. Keel, Gainesville; G. C. Kemp, Chillicothe; W. C. Kenyon, Amarillo; W. H. Killingsworth, San Antonio; Ed. Lawrence, Bartlett; S. A. Lillard, Decatur; Wm. McManus, Waxahachie; L. C. McMurtry, Pampa; C. M. McWherter, Paris; O. S. Macy, Brady; W. S. Maggery, Amarillo; C. L. Mayes, Munday; C. W. Meyer, Belton; R. C. Miller, Beaumont; M. J. Norrell, Santa Anna; M. Nuckols, Bishop; D. W. Osborne, Pampa; W. M. Priddy, Wichita Falls; J. H. Pearlstone, Palestine; J. C. Plott, Sipe Springs; J. W. Philpott, Miami; J. O. Quick, Lubbock; A. F. Richter, Greenville; G. P. Roquemore, Coleman; Sigmund Rothschild, Houston; J. W. Royall, Palestine; J. B. Russ, Teague; J. L. Russell, Truscott.

C. P. Shearn, Houston; D. D. Shipley, Plainview; D. T. Shirley, Sanger; F. P. Shrader, Frisco; J. T. Sims, Clarendon; O. F. Smalley, Claude; John L. Smith, Long View; D. S. Sowell, Cleburne; H. G. Stinnett, Jr., Sherman; C. M. Taylor, Corpus Christi; C. R. Terry, Corsicana; D. E. Til-lotson, Groom; G. M. Vaughn, Ballinger; A. C. Waters, San Angelo; DeWitt Waldo, Celina; R. H. Wagenfehr, New Braunfels; H. T. Weathers, Greenville; L. V. Wieser, Hamilton; C. F. Witherspoon, Denton; J. C. Whaley, Gainesville; Ashby Woodson, Denison; Y. P. Yarbrough, Bel-ton.

WE CANNOT GET along without the Grain Dealers Journal.—T. D. Phelps, mgr. Farmers Grain Co., Denver, Colo.

INSTITUTE OF AGRICULTURE at Rome estimates the Argentine wheat harvest for 1915 as 95,477,000 cwt., or 56% more than a year ago, and oats as 11% more than a year ago.



Texas Grain Dealers Ass'n at Galveston. Third Section Circuit.

Feedstuffs

THE GOLDEN GRAIN Co., East St. Louis, Ill., is considering the erection of 3 mills in the alfalfa districts of Wyoming and Colorado.

KANSAS CITY, Mo.—We have a letter from the Commissioner of Agriculture of Virginia. He has agreed with us that where kafir and milo is shipped into Virginia for other purposes than for seed that it should be so stated on the B/L and invoice that it is not sold for seed purposes. That is all that is necessary.—F. M. Corbin of B. C. Christopher & Co.

RICHMOND, VA.—No ruling has been made for kafir corn specially in connection with the enforcement of the Virginia feeding stuffs law; but we have, however, permitted the alternative use of white or red kafir or some of the other kafir varieties under the registration for "kafir corn." No final ruling in this connection has been issued by this office.—Benjamin L. Purcell, commissioner, dairy and food division.

MALT SPROUTS are now often sold as malt sprouts and maltsters' refuse, or some similar modification. This complies with the law, but enables the inclusion of weed seeds, hulls, chaff or other material, in fact there are many concentrates that are not illegally branded that are sold as straight concentrates, but when the shipments arrive, they are not straight at all. This is what a man who mixes his own feed is going to run up against.—R. W. Chapin.

OKLAHOMA CITY, OKLA.—After a conference with the millers the Oklahoma Department of Agriculture has adopted the following change in its rules governing feedstuffs: Wheat bran: The minimum of protein is reduced to 14.5 and the maximum fiber raised to 11 per cent. Wheat mixed feed or mill-run bran: The minimum protein is reduced to 14.5 and the maximum fiber raised to 9 per cent. Wheat shorts: The maximum fiber is raised to 5.5 per cent. No change is made in the rule prohibiting the introduction of screenings into bran or shorts.

THE ANNUAL MEETING of the Tri-State Feed Dealers Ass'n will be held at Utica, N. Y., June 24 and 25. Among the reports to be heard will be those of the delegates to the American Feed Mfrs. Ass'n, and the com'te on new members. The matter of making the Tri-State a New York Ass'n will be considered and the constitution and by-laws changed to meet the needs. A banquet will be served in Assembly Hall, after which a vaudeville entertainment will be furnished at the expense of the Chamber of Commerce. The meeting will close with election of officers for the ensuing year.

THE AULENBACHER millfeed bill, now before the Wisconsin legislature, requires that all millfeed sold in the state show the percentage of screenings it contains. At a hearing before the state senate com'te on May 25 milling representatives termed the bill unjust and unreasonable. Those present were L. F. Brown, sec'y American Feed Mfrs. Ass'n; A. P. Husband, Chicago, Sec'y Millers Nat'l Federation; E. J. Lachman, Neenah, Wis., Sec'y, Wisconsin State Millers Ass'n; S. T. Edwards, Chicago, chairman executive com'te, American Feed Mfrs. Ass'n; R. W. Chapin, Hammond, Ind., and W. E. Suits, Chicago.

Feedstuffs Movement in May.

Receipts and shipments of feedstuffs at the various markets during May, 1915, compared with May, 1914, were as follows:

	Receipts—		Shipments—	
	1915	1914	1915	1914
Chicago	42,578,000	53,695,000	71,113,000	64,797,000
St. Louis	114,920	9,780	86,090	50,670
Milwaukee (Sacks)	14,720	15,170	20,965	18,163
Minneapolis (tons)	3,307	3,862	40,905	43,498
New York	1,576			
Kansas City (tons)	1,461	1,240	11,720	8,980

I THINK THE Grain Dealers Journal is a good paper for any grain dealer, as it contains good advice for the grain business.—H. G. Rouish, agt. Gallatin Valley Mfg. Co., Arrow Creek (Coffee Creek p. o.), Mont.

War Affecting the Grain Trade.

THE RUSSIAN PORT of Archangel is being used exclusively for government transport and is impracticable for private cargoes at present.

THE BRITISH STEAMER St. Helena at Galveston, Tex., June 2, took on a cargo of 250,000 bus. of wheat for the Belgian Relief Commission.

GERMAN NEWSPAPERS of May 15 announce that the Reichstag Com'n is to issue orders prohibiting growers from selling the coming crops. Contracts already signed will be considered void.

STEAMER DACIA, which was seized recently while bound for Germany with a cargo of miscellaneous foodstuffs and cotton, has left Brest, France, for Havre to discharge, the cargo having been taken over by the Republic.

THE BELGIAN Food Relief Com'te of Chicago, having distributed \$130,000 in foodstuffs among the needy noncombatants, is making a plea for further contributions, reporting that over a million people are still in danger of starvation.

GERMANY'S FLOUR and grain supply is not insufficient, according to recent reports, which state that prices of bread were reduced on June 7. On the same date the baking of small loaves from pure white flour was again permitted.

SEC'y OF STATE, Berlin, Germany, has declared in the Reichstag that bread grain is not only sufficient for the current year, but the reserves are bigger than anticipated. Other supplies are also large and there is no danger whatever of famine.

ENGLAND HAS LOST 130 merchant vessels since the outbreak of war, 56 being sunk by German cruisers, 12 by mines and the remainder by submarines. This is reported to have greatly crippled the country's former efficient merchant marine, as the total tonnage of the vessels lost was nearly 500,000.

THE MOVIES are being utilized by L. H. Stubbs of the Nat'l Fire Protection Ass'n, to illustrate his lectures on "Our Burning Dollars." Mr. Stubbs declares that most fires in the United States are preventable and his pictures show the more common causes, with means thru which they might be prevented. Pictures were shown at Chicago June 1.



Texas Grain Dealers Ass'n at Galveston. Fourth Section Circuit.

Photo by Maurer, Galveston.

Grain Trade News

ARKANSAS

Stuttgart, Ark.—W. K. Morrow, of Houston, Tex., has let contract for an \$86-bbl. rice mill which will be equipped with the latest improved machinery.

Little Rock, Ark.—C. L. Gordy & Co. are not in the hands of a receiver. Our notation, in the hands of a receiver, referred to the State National Bank and not the C. L. Gordy & Co.—Lloyd England, receiver State National Bank.

CALIFORNIA

San Francisco, Cal.—M. Phillips & Co. have completed a brick rice mill and warehouse.

CANADA

Brant, Alta.—Claude Terwilliger has succeeded the Taylor Mlg. & Elvtr. Co., Ltd.

Calgary, Alta.—The Canadian Farmers Co-operative Elvtr. Co. will build from 6 to 10 elvtrs. this year.

Whitewood, Sask.—The elvtr. of the Farmers Elvtr. Co. has been purchased by the Lake of the Woods Mlg. Co., Ltd., of Winnipeg.

Winnipeg, Man.—Fred Twigg, of the Smith, Murphy Grain Co., and Owen Ladd, of the George E. Ellis Co., lost their lives in the sinking of the Lusitania.

Fort William, Ont.—Work will be started at once on a concrete mixing elvtr., to cost \$100,000, by the Western Terminal Elvtr. Co. Several other mixing elvtrs. will be built here during the summer.

Port Arthur, Ont.—The National Elvtr. Co., Ltd., will replace its 65,000-bu. elvtr., which burned last month, with a larger and more up-to-date house. The site is being cleared and construction will start as soon as the insurance on the old building is adjusted.

Vancouver, B. C.—Permit for the construction of the government terminal elvtr., to cost \$700,000, has been issued. It will be a reinforced concrete building with structural steel and reinforced concrete supports. The Barnett, McQueen Co. is the builder and the Board of Grain Com'sners at Fort William, architects.

Ottawa, Ont.—A rate of 10c per bu. on wheat from Winnipeg to Quebec, handled for export, and a proportionate rate to St. John and Halifax, better equipment of the Port of Quebec and generally the routing of transcontinental traffic thru that city, were urged upon the government recently by a delegation representing the Quebec Board of Trade. To take care of the anticipated growth in traffic, the delegation asked for several improvements in the Quebec Harbor, including a 10,000,000-bu. elvtr. and extra berths for 15 steamers. The usual consideration was promised by the premier.

COLORADO

Meyer sta. (Camfield p. o.), Colo.—No elvtr. is located at this station at present.—P. M.

Simla, Colo.—J. G. Barnhill, of Bra-shears, Mo., will erect an elvtr. this summer.—C. C. Isely Lbr. Co.

Iliff, Colo.—An elvtr. will probably be built on the Union Pac.—S. L. Mallo, mgr. Sterling Elvtr. Co., Sterling.

Denver, Colo.—I have taken charge of the grain business of C. B. Simpson & Co.—J. A. Bushfield, formerly at St. Louis, Mo.

Willard, Colo.—Plans are being discussed for an elvtr. to be erected on the C. B. & Q.—S. L. Mallo, mgr. Sterling Elvtr. Co., Sterling.

Wray, Colo.—The O. L. Mitten Grain Co. has let contract for a 10,000-bu. storage addition and the remodeling of its elvtr. and coal bins to G. H. Birchard.

Harmony sta. (Fort Collins p. o.), Colo.—The new elvtr. of the Fort Collins Mill & Elvtr. Co. is almost completed. A small mill is being built in connection.

Sterling, Colo.—The Sterling Elvtr. Co. and the Colorado Elvtr. & Grain Co. operate elvtrs. here. There is no prospect of a farmers elvtr. as has been reported.—X.

Stoneham, Colo.—We are building elvtrs. at this station, Raymer sta. (New Raymer p. o.) and Grover sta. (Windsor p. o.).—M. L. Parker, Colorado Elvtr. & Grain Co., Sterling.

Colorado.—Grain dealers are building elvtrs. on the Rock Island R. R. in this state which they will operate when completed.—F. J. Shubert, general freight agt. Rock Island Lines, Kansas City, Mo.

Stratton, Colo.—Work is progressing on the 15,000-bu. studded elvtr. of the Stratton Equity Exchange. The foundations and hoppers will be of reinforced concrete. The house will be lightning proof and the windows will be covered with galvanized wire screen for protection from hail and sparks from locomotives. Equipment includes a 12-h.p. Fairbanks Oil Engine, automatic scale, wagon scale, separator and feed mill.

Seibert, Colo.—Stinson & Stramp, of Genoa, have let contract for a 10,000-bu. cribbed elvtr. covered with galvanized steel with double turned seam roofing, to G. H. Birchard. The hoppers and foundations will be of reinforced concrete. Heavy galvanized screen wire will be placed over the windows for protection from hail and sparks. The elvtr. will be made lightning proof with copper cable connections and grounding. Equipment includes a 12-h.p. Fairbanks Oil Engine, wagon scales, automatic scale, Barnard & Leas Cleaner and Bowsher Grinder.

Arriba, Colo.—Contract for the 10,000-bu. elvtr. of Stinson & Stramp, of Genoa, which will be of cribbed construction, galvanized steel clad with double turned seam roofing, has been let to G. H. Birchard. It will be made lightning proof with copper cable connections and grounding. Heavy galvanized screen wire will be placed over all the windows for protection from hail and sparks from locomotives. The foundations and hoppers will be of reinforced concrete. Equipment includes a 12-h.p. Fairbanks Oil Engine, wagon scales, automatic scale, Bowsher Grinder and Barnard & Leas Cleaner.

IDAHO

Idaho Falls, Ida.—Terminal elvtrs. and a 500-bbl. flour mill will be built here by the Western Mlg. & Elvtr. Co., of Denver, Colo.

Pocatello, Ida.—Elvtrs. will be built at Twin Falls, American Falls and this station by the Western Mlg. & Elvtr. Co., of Denver.

Camas, Ida.—The Western Mlg. & Elvtr. Co., of Denver, Colo., will build elvtrs. here and at Roberts, Sterling and Dubois to handle the new crop.

Iona, Ida.—Work will be started at once by the Western Mlg. & Elvtr. Co., of Denver, Colo., on elvtrs. at this station, Newdale sta. (no p. o.) and Ririe sta. (no p. o.).

Buhl, Ida.—The Peoples Mlg. & Elvtr. Ass'n, of Boise, contemplates the erection of a mill, which will be 1 of 8 co-operative plants the ass'n plans to build in southern Idaho.

Newdale sta. (no p. o.), Ida.—We are building a 30,000-bu. elvtr. here, but do not know of any other houses being built in this part of the country.—St. Anthony Mlg. & Elvtr. Co., St. Anthony.

ILLINOIS

Oneida, Ill.—The Farmers Elvtr. Co. has built a new coal shed.

Union Grove, Ill.—An elvtr. is under construction for W. M. Bull.

Litchfield, Ill.—The trial of Charles B. Munday will be heard at Morris.

Atkinson, Ill.—The Farmers Grain Co. has placed lightning rods on its buildings.

Tonica, Ill.—A movement for a farmers elvtr. has been started by C. A. Burks.

Merritt, Ill.—The 40,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed.

Tonica, Ill.—P. H. Elcan, of Wellsboro, Ind., has bot the elvtr. of W. E. Kreider.

Danville, Ill.—The Chas. Herendeen Mlg. Co. is installing new machinery in its plant.

Standard sta. (Taft p. o.), Ill.—The capital stock of the Farmers Elvtr. Co. will be increased.

Granville, Ill.—A. G. Tuckerman has bot our grain and implement business.—John H. Miller & Son.

Galva, Ill.—The Farmers Elvtr. Co. will increase its capital stock to \$30,000 and amend its by-laws.

Watseka, Ill.—We expect to build a 1,000-bu. addition for ear corn.—H. W. Bell, Farmers Grain Co.

Sidney, Ill.—We have just installed a Richardson Automatic Scale in our elvtr.—Rich & Blankenbaker.

Mahomet, Ill.—The improvements on the elvtr. of the Mahomet Grain Co. will be completed by July 15.

Sherrard, Ill.—C. A. Samuelson, a grain dealer, has disposed of his implement business to Albert Nelson.

Polo, Ill.—I do not think there has been a rumor of a farmers elvtr. being located at this station.—J. C. Maloney.

Dixon, Ill.—The report that G. W. Burch bot our elvtr. is unfounded.—Gordon Utley, pres. Dixon Cereal & Feed Co.

Harvard, Ill.—D. Hereley & Sons are planning to operate an elvtr. in connection with their cold storage building.

Isabel, Ill.—I am with Paul Kuhn & Co. at this station.—Wm. Murphy, formerly agt. Paul Kuhn & Co., Fairland.

Rochelle, Ill.—Peter R. Diederick has wrecked his old elvtr. on the C. B. & Q. and is building a 50,000-bu. house on the site.

Middletown, Ill.—The Middletown Grain & Coal Co. has painted the inside and outside of its office and has installed a new scale.

East St. Louis, Ill.—The Hezel Mlg. Co., which operates an elvtr. here, has let contract for an addition to its plant to cost \$15,000.

Dillon Crossing (Pekin p. o.), Ill.—Ground has been broken and work started on the new elvtr. of the Farmers Elvtr. Co. of Bement.

Minier, Ill.—Wm. F. Elliff, mgr. of the Minier Grain Co., has taken his family on a pleasure trip to California and the exposition.

Springfield, Ill.—Representative Tice's bill, empowering counties to issue bonds for the building of good roads, was passed by the House.

Jerseyville, Ill.—The daughter of Joseph Schmieder, of Schmieder & Shortal, operating an elvtr. here, was married recently to William H. Heitzig.

Hooper sta. (Beaverville p. o.), Ill.—Sovereign Francouer is now sole prop. of the elvtr. of the Tegge Grain Co.—The H. Lambert Co., Beaverville.

Strawn, Ill.—J. W. Walsh was elected pres., Henry Hummel, vice-pres., T. J. O'Connor, sec'y, and Roy Singer, treas., of the Farmers Elvtr. Co.

Monticello, Ill.—The Monticello Grain Co. has installed a number of galvanized barrels, filled with salt water, to be used in case of a blaze starting.

Newark, Ill.—Elvtrs. will be established here on the Ill. Midland R. R. and at Nettle Creek, Hoge's Switch and a station between Nettle Creek and Seneca.

Viola, Ill.—The recently organized Farmers Grain & Supply Co. incorporated; capital stock, \$10,000; incorporators, B. D. Baxter, M. S. and Willard Garrett and others.

Witt, Ill.—Our elvtr. was slightly damaged by fire May 9, which originated on the roof and was probably caused by a spark from a passing locomotive.—E. J. Chinn, mgr. Witt Elvtr. Co.

Rising sta. (Champaign p. o.), Ill.—The elvtr. of Wm. Murray is being managed by J. B. Harmon temporarily. Mr. Murray's son-in-law will succeed L. S. Stuckey, who recently resigned as mgr.

Morrison, Ill.—Work is progressing on the concrete elvtr. of Renkes Bros. It will be 50 ft. in height, surrounded by a cupola, and will consist of 6 large bins. The office is being built of brick.

Rising sta. (Champaign p. o.), Ill.—We are making extensive repairs and improvements on our elvtr. The Burrell Engineering & Construction Co. is doing the work.—B. C. Beach & Co., Champaign.

Walton, Ill.—The Walton Equity Exchange has applied for a site on the C. B. & Q. on which to build an elvtr., lumber yard and coal sheds as it was unable to negotiate with the Neola Elvtr. Co. for its elvtr.

Murphy Crossing (no p. o.), Ill.—We are building a 10,000-bu. elvtr. 4 miles south of Monticello on the Interurban Road. It will be equipped with automatic scales and Fairbanks Dump Scales.—Monticello Grain Co., Monticello.

Peoria, Ill.—Clay Johnson, chief weighmaster of the Board of Trade, has caused the ring leaders of the gang of grain thieves, which has been operating in the Peoria yards, to be convicted and sent to the penitentiary.

Parnell, Ill.—I will handle lumber in addition to my grain business and have built a new 4,000-bu. ear corn crib, with elvtr. dump and engine. I intend to remodel one of my elvtrs. and install new machinery.—D. T. Armstrong.

Sandwich, Ill.—The Farmers Elvtr. Co. has leased the elvtr. of James A. Patten for a year with a privilege of leasing it 5 years. Royal Coe will be connected with the company, which is the only one in the grain business here.

Humrick, Ill.—The Farmers Elvtr. Co., of Ridge Farm, has taken possession of the 2 elvtrs. which it bot from the National Elvtr. Co. This company is the only firm in the grain business here. I am buyer at this station.—W. C. Cook.

Bloomington, Ill.—Bartlett, Frazier & Co., of Chicago, have opened a branch office in the Peoples Bank Bldg. with M. R. Gates, formerly mgr. of the Conover Grain Co., as mgr. J. E. Rodgers, of Chicago, is in charge of the wire.

Havana, Ill.—J. A. McCreery & Sons, of Mason City, have decided not to build an elvtr. on the C. B. & Q. 3½ miles west of this station as they could not secure an equitable freight rate so that they could compete with grain dealers here.

Cooksville, Ill.—We will install a 3,000-bu. Richardson Automatic Scale in place of the old hopper one, installed a manlift and remodeled some of the bins, increasing the capacity about 1,000 bus.—E. J. Finley, mgr. Cooksville Grain Co.

Sadorus, Ill.—We have installed a new 50-h.p. Fairbanks-Morse Oil Engine, have thrown out all our steam outfit and built our engine house 20 ft. away from the elvtr. which reduces our insurance rate from \$4.75 to \$2.10.—De Long Bros.

Springfield, Ill.—The resolution adopted by the Senate as Senate Joint Resolution No. 21 is unjust as providing for a lower rate of taxation on savings accounts, bonds, mortgages, stocks and other intangibles than on real estate, live stock, etc.

Woodvale sta. (Monmouth p. o.), Ill.—The Little York Grain Co., of Little York, began the erection of a 10,000-bu. cribbed elvtr. on the R. I. Southern R. R., which will be completed to handle the new crop. The company will rebuild the store which burned last month.

Bruce, Ill.—My new elvtr. will have a capacity of 20,000 bus. and will be covered with corrugated iron. Equipment will include 2 legs, 3 dumps and Union Iron Works Machinery. Gasoline power will be used. I expect to have the house in operation by June 15.—R. C. Parks, Kirksville.

Elliott, Ill.—I will commence soon to rebuild my elvtr., which was set on fire on the cupola roof by a passing locomotive May 15. The entire plant, with 8,000 bus. of corn and 360 bus. of oats, as well as the coal sheds containing 55 tons of coal, was destroyed. Loss, \$17,000; fully insured.—J. S. Cameron.

Wrights, Ill.—The new 20,000-bu. cribbed elvtr. of the Farmers Grain Co. has nearly been completed by The Three Americas Co. The house is 65 ft. high and has 3 bins, 8x12x25 ft. The foundation is of concrete. Equipment includes a Richardson Automatic Scale and Fairbanks Wagon Scale. The B. S. Constant Co. is furnishing the machinery.

South Pekin (Pekin p. o.), Ill.—Work on the 40,000-bu. cribbed elvtr. of the Farmers Grain Co., of Meyers, is progressing rapidly. The Three Americas Co. has the contract. Equipment includes B. S. Constant Machinery, Eureka Cleaner, Fairbanks Automatic Scale, overhead wagon scale and a 15-h.p. International Engine. The foundation is concrete.

Beaverville, Ill.—We have started the erection of a 30,000-bu. elvtr. to replace the house burned Jan. 13. It will be a cribbed house with metal covering and will be built on the site of the old plant. J. O. O. Lambert, who has been with our company for the past 20 years, has resigned as sec'y-treas., and will probably locate in the west.—H. Lambert Co.

Springfield, Ill.—The 50-car is now the 75-car bill. The measure limiting trains to 50 cars was brought to the fore again. It was moved that the rules be suspended to take the bill up out of order. The motion carried by a vote of 78 to 10, the strongest showing yet made for the measure. Then the amendment was offered and adopted limiting the trains to 75 cars. As amended the measure went to third reading. Even as amended it should be killed.

Browns, Ill.—Smith Bros., of Albion, have bot the elvtr., building and land of the Browns Elvtr. Co. and have leased the elvtr. to French Bros., who also operate elvtrs. at Belmont, Ellery and Golden Gate on the Southern R. R. The stock of hardware and implements here belongs to Smith & Eigenbaum, Mr. Smith being the senior partner of the former Smith Bros., of Albion.—Lyman Smith, mgr. Smith Bros., props. Browns Elvtr. Co.

CHICAGO NOTES.

Harry F. Todd is now with the E. Lowitz Co.

Philip Armour Sunderland, aged 32 years, died in Denver, Colo., May 31. He was one of the youngest members of the Board of Trade.

The death of Allen C. Rouse, oats trader and a member of the Board of Trade, was announced June 8.

J. W. Seibel & Co. have succeeded H. H. Carr & Co. and have opened an office in the Postal Telegraph Bldg.

Ralph B. Woolsey, deputy state grain inspector, was married recently to Miss Bertha Hileman, of Lanark.

Adolph Gerstenberg, of Gerstenberg & Co., has returned from a three weeks' stay at the Mount Clemens baths much improved in health and spirits.

W. E. Ray, well known on the Board thru his 32 years' service as commercial editor for the evening newspapers, died June 9, aged 60 years.

Frank C. Hollinger, mgr. of Logan & Bryan, celebrated his sixtieth birthday recently. The exterior and interior of his office were decorated with plants and shrubs.

Rock Island Elevator Receipt No. 13732 has been lost and warning against its negotiation has been posted by Nye & Jenks Grain Co. It calls for 5,000 bus. standard white oats.

Arthur Banta, formerly with Lamson Bros. & Co., and Charles Dodd, formerly with the Quaker Oats Co., are now with Harris, Winthrop & Co. Each will divide his time between the floor and the road.

An amendment to Rule XXII, Sec. 3, of the Board of Trade has been posted, providing that not less than 1,000 bus. of wheat or rye, or 1,500 bus. of oats, and of one grade, must be tendered on contract.

R. H. Labaugh, who was suspended from the Board of Trade 13 years ago for failing to satisfactorily adjust a business obligation, has been reinstated. He has paid \$900 in dues in that time without being able to use it.

All of the proposed amendments to the rules of the Board of Trade were adopted June 8. One provided for the supervision of cars arriving at outlying yards and car condition reports. Another makes it obligatory on traders in the pits to accept smaller quantities than the round lots bid for. Another provides that not less than 1,000 bus. wheat and rye and 1,500 bus. oats can be tendered on contract.

L. W. Gifford, for the last 4 years mgr. of the Cedar Rapids Grain Co., Cedar Rapids, Ia., has joined the forces of the Hooper Grain Co. Mr. Gifford is a native of Wisconsin, being born at Reedsburg 49 years ago. From 1892 until 1908 he was mgr. of country elvtrs. for the Northern Grain Co. For the last year and a half he has been a member of the Arbitration Com'te of the Grain Dealers Nat'l Ass'n. He recently became a member of the Chicago Board of Trade.

CHICAGO CALLERS: Jefferson D. Hardin, Jr., vice-pres. J. H. W. Steele Co., New Orleans, La.; J. J. Fitzgerald, mgr., and C. R. McCotter, Grain Dealers Fire Ins. Co., Omaha, Neb.; W. L. Richeson, chief grain inspector and weighmaster, New Orleans, La.; Victor Dewein, pres., and E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n, Champaign, Ill.; Geo. E. Traut, Grain Dealers Fire Ins. Co., Indianapolis, Ind.; S. F. Spalding, mgr. W. B. Foresman & Co., Pontiac, Ill., and G. Ellsworth Meech, Meech & Stoddard, Middletown, Conn.

Chas. D. Olsen, Robert B. McConnell, James P. Sledge and Edward G. McDougall have applied for membership in the Board of Trade. Lewis W. Gifford, Solomon Sturges, W. B. Lathrop, John J. Bittel, James M. Hamilton, Charles H. Dodd, James M. Kirby, T. C. Crafts and Edgar F. Richards have been admitted to membership, and the memberships of Philip A. Sunderland, Henry D. Atwood, John M. Dennis, R. H. Labaugh and Carlos P. Herrick have been posted for transfer. Memberships are quoted at \$2,950 net to buyer.

Officials of the Board of Trade have made demands that the railroads provide specially designated tracks for holding cars loaded with grain for reinspection. The matter was brot before Com's'n F. H. Funk and Examiner J. L. Bowlus, of the Illinois Public Utilities Com's'n, for a hearing. The C. B. & Q., C. & N. W., Santa Fe, Milwaukee and the C. R. I. & P. roads have filed new tariffs and supplements with the com's'n, proposing demurrage charges of \$1 a day per car of grain after its original inspection. The Com's'n entered a suspension and set the case for hearing.

A dinner in honor of the oats trade of the New York Produce Exchange was given by the I. D. K. Society at the club rooms of the Chicago Athletic Ass'n June 7. C. L. Dougherty made a brief address, followed by a welcome by C. H. Canby and a response by E. R. Carhart. During the dinner the guests were entertained by Benson's orchestra, two lady entertainers, a ventriloquist, a monologist and a prestidigitator, and Al Smith, chief of the Board of Trade police. After the dinner all adjourned to St. James Grill, where light refreshments and music wound up the entertainment soon after midnight. The dinner was given by the representatives of 22 Chicago firms, who in past years had enjoyed the hospitality of the New York oats trade and was purely social. Capt. W. Brackett, of the U. S. Army, Chicago, was present, and from out of town were E. F. Richards, Baltimore; Thos. Williams, Louisville; G. Ellsworth Meech, Middletown; S. E. W. Eyre, Wilkesbarre; J. E. Southworth and Seth Catlin, Jr., of Boston; and the following from New York City: C. S. Band, J. H. Bowne, W. J. Brainard, Edw. Barnes, Ed. Beatty, Clarence S. Betts, E. R. Carhart, Jos. Danford, A. C. Field, L. W. Forbell, Robt. J. Grant, Wm. Heilmann, Otto Keusch, L. G. Leverich, John McAuliffe, C. C. Rubins, Jas. Simpson, T. Harry Story, Wm. Vroom and Frank Weismann. The local com'te in charge of the arrangements was composed of C. L. Dougherty, W. H. Noyes, G. B. Van Ness and R. E. Tearse.

INDIANA

Falmouth, Ind.—Jacob Gross will install a King Car Loader.

Burkett, Ind.—Work is progressing on the 15,000-bu. elvtr. of Graff Bros.

Rensselaer, Ind.—W. W. Hill has discontinued his grain brokerage office.

Remington, Ind.—The Frank Kelley Grain Co. is installing electric power in its elvtr.

Otterbein, Ind.—The Otterbein Grain Co. has filed preliminary notice of dissolution.

Kentland, Ind.—We are making the usual annual repairs on our elvtr.—Kentland Grain Co.

Dundee, Ind.—The Farmers Alliance Grain Co., of Elwood, will build an elvtr. here or at Orestes.

Newberry, Ind.—M. E. Hindman, prop. of the Newberry Elvtr. Co., has traded his elvtr. for Arkansas land.

Pleasant Lake, Ind.—We are now operating our new 5,000-bu. elvtr. on the N. Y. C. R. R.—Ferrus & Whyson.

Talbott, Ind.—The Kelley Betts Grain Co. has sold its elvtr. on the L. E. & W. to W. B. Foresman & Co., of Lafayette.

Youngstown sta. (Terre Haute p. o.), Ind.—The farmers will build an elvtr. near this station to handle this year's crops.

Plymouth, Ind.—Contract has been let for the repairing of the elvtr. of Milner & Grube which was damaged by fire Apr. 25.

Ligonier, Ind.—The Farmers Co-operative Elvtr. Co. has selected the site for its new elvtr. which will cost about \$15,000.

Keystone, Ind.—The Farmers Co-operative Grain Co. is being organized here to purchase and operate the elvtr. of F. M. Haller.

Lafayette, Ind.—A. W. Graham & Co. have discontinued their grain brokerage business on account of the uncertain grain market.

Cortland, Ind.—The new 30,000-bu. elvtr. of Job Hamblen has a concrete foundation and is equipped with a 15-h.p. Fairbanks Gasoline Engine.

Indianapolis, Ind.—The Board of Trade has elected a nominating com'te to prepare a regular ticket to be voted on at the annual election June 14.

Mollies sta. (Montpelier p. o.), Ind.—J. W. Adams will build an elvtr. on the L. E. & Traction Line to handle this year's crop. A new switch will be laid for the house, which will have a capacity of 10,000 bus. and will be equipped with a feed grinder and a gasoline engine.

Covington, Ind.—Fire of unknown origin June 2 damaged the elvtr. of the Covington Grain Co., of which W. W. Moore is mgr. It started outside the engine room, which was damaged \$300.

Bunker Hill, Ind.—Furr & Cohee are building a 15,000-bu. cribbed elvtr. with concrete foundation and 20,000-bu. corn cribs. The company is rebuilding its old plant.

Boonville, Ind.—The Farmers Warehouse Co. incorporated to deal in grain and farm products; capital stock, \$10,000; incorporators, F. W. Rauth, W. Christmas, E. Metz and A. Beeler.

Ray, Ind.—Theodore McNaughton, who has been in the grain business for 32 years, has resigned and the firm of Theo. & R. C. McNaughton will be operated in my name.—R. C. McNaughton.

Indianapolis, Ind.—F. O. Branch, Branch Grain & Seed Co., Martinsville, Ind., and W. C. Cook, Madison, Wis., have been admitted to membership in the Board of Trade.—Wm. H. Howard, sec'y.

Arcola, Ind.—The new elvtr. of the Arcola Equity Exchange was wrecked by a miniature tornado recently with a loss of about \$8,000. The building had not been completed, so contained no grain.

Etna Green, Ind.—We are building a 40x60 ft. annex to our elvtr. which was completed last fall. It will have 2 stories and basement for office, seed and feed dep'ts.—Etna Lumber & Mfg. Co.

San Pierre, Ind.—I have bot the elvtr. here which I held a lease on for the past few years and will operate as the Kingman Grain Co. A younger brother retains an interest in the business.—R. T. Kingman.

Indianapolis, Ind.—A verdict of \$4,000 in favor of Fred Bauman was returned against Oscar V. Rouse recently. The complaint said that Bauman was working in Rouse's Elvtr. when several sacks of ground feed fell on him.

Portland, Ind.—Carl C. Russell has bot the elvtr. of Cartwright & Headington. Emery Shepherd, a former employe, has been retained. Mr. Russell is an experienced grain man, having worked in the elvtrs. of his father-in-law, John Magill.

The following companies have been admitted to membership in the Indiana Grain Dealers Ass'n: R. S. Stall & Co., Thornstown; D. G. McFadden Grain Co., Ridgeville; Finkle Bros., Warren; Hunte town Grain Co., Hunte town; Oaklandon Grain Co., Oaklandon; Phillips & Sprague, Fort Wayne; Burk Elvtr. Co., Decatur; Sheldon Equity Exchange, Sheldon; Weber & Purviance, Huntington; J. Keller & Co., Kendallville; Shetterly Bros. and Woodward Bros., Lapel and Edward F. Koenemann & Co., Hoagland, Ind.

Kentland, Ind.—Warren T. McCray, who was at one time pres. of the Grain Dealers National Ass'n, is as successful in other lines as he has been in the grain business. Mr. McCray is now recognized as the king pin of all Hereford breeders in the world. At his annual sale of registered Hereford cattle bred on his big Orchard Lake stock farm Mr. McCray on May 19 was paid \$57,455 for 75 head, among them being one bull, Richard Fairfax, which brot \$3,800. Several hundred cattlemen came from all parts of the country to attend the sale. Mr. McCray is pres. of the Indiana State Board of Agriculture and is strongly talked of for governor of the state, an office he is qualified to fill by reason of natural executive ability.

IOWA

Bancroft, Ia.—Joseph Murray will paint his elvtr.

Webster City, Ia.—A. J. Froning has bot a residence.

Kent, Ia.—Riggs Bros. will install a Boss Car Loader.

Mason City, Ia.—I will engage in the grain business.—Nels Quevli.

Garner, Ia.—Livermore & Bracher have bot the elvtr. on the Mil. R. R.

Mount Hamil, Ia.—We will repair our elvtr.—O. A. Talbott Co., Keokuk.

Blairsburg, Ia.—The Farmers Elvtr. Co. has completed a new storage addition.

Sargents Bluffs, Ia.—New scales have been installed by the Farmers Elvtr. Co.

Colo, Ia.—The erection of a 6,000-bu. corn crib is planned by the Farmers Grain Co.

Lanesboro, Ia.—A new platform scale will be installed by the Farmers Elvtr. Co.

New Market, Ia.—J. S. Harris will build an office and engage in the grain business.

Marsh, Ia.—The mother of C. M. Bolan, mgr. of the Farmers Elvtr. Co., died May 25.

Bayard, Ia.—The Farmers Elvtr. Co. contemplates the erection of a new corn crib.

Hinton, Ia.—The Farmers Co-operative Co. is rebuilding and enlarging its lumber shed.

Grinnell, Ia.—The Farmers Elvtr. Co. has built a coal shed and made repairs on its elvtr.

Primghar, Ia.—The Farmers Mutual Co-operative Co. has decided to build a new elvtr.

Hubbard, Ia.—The new 25,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed.

Wever, Ia.—Repairs will be made on our elvtr. at this point.—O. A. Talbott Co., Keokuk.

Kellogg, Ia.—F. L. Phipps will handle implements in connection with his grain business.

Clark sta. (Hastings p. o.), Ia.—Fred Anthony, of Randolph, will build an elvtr. this year.

Washington, Ia.—George Hales, for many years in the elvtr. and grain business here, died May 31.

Galva, Ia.—Robert Weiner is now mgr. of the Galva Grain Elvtr. Co., succeeding Hans Seirks.

Granger, Ia.—The Farmers Grain Co. has rebuilt the driveway and put a new floor on the scale.

Sloan, Ia.—B. M. Stoddard, prop. of elvtr. here and at Oswego, is a candidate for state senator.

Hartley, Ia.—The Huntting Elvtr. Co. will build a 37,000-bu. elvtr. to replace the house now being razed.

Avoca, Ia.—The plant of the Continental Mill Co. was damaged by fire June 4 to the extent of \$25,000.

Holstein, Ia.—Plans for the erection of a new office building are being made by the Farmers Elvtr. Co.

Fort Dodge, Ia.—A cement foundation was placed under the wagon scale of the Farmers Elvtr. Co.

Coon Rapids, Ia.—Extensive improvements have been made on the elvtr. of the Farmers Elvtr. Co.

Linn Grove, Ia.—The Farmers Elvtr. Co. is rebuilding its coal sheds and making other improvements.

Williams, Ia.—The Farmers Elvtr. Co. will install a new belt and 12-in. cupped leg in its elvtr. at once.

Green Mountain, Ia.—The Farmers Elvtr. Co. has a new lumber shed and yards in connection with its elvtr.

South English, Ia.—The Farmers Grain & Lumber Co. has built a feed warehouse and cement storage shed.

Kellerton, Ia.—A. G. Merritt is sec'y of the company which the farmers are organizing to build an elvtr.

New Market, Ia.—F. J. Rogers, engaged in the grain business, has bot the implement stock of Hipsley Bros.

Garden City, Ia.—Our elvtr. here has not been sold as has been reported.—Central Iowa Grain Co., Des Moines.

Meriden, Ia.—The recently organized Farmers Co-operative Elvtr. Co. has bot the elvtr. of E. A. Brown and will commence business about July 1.—D. F. Holly, sec'y.

Brayton, Ia.—Fred Jacobsen, of Elk Horn, has succeeded John A. Johnson as agt. of the E. Rothschild Co.

Moneta, Ia.—Chas. Jones has resigned as mgr. of the Farmers Elvtr. Co. and moved to Dion sta. (Hartley p. o.).

Morning Sun, Ia.—Additional coal sheds and a hay warehouse will be built by the Farmers Elvtr. & Supply Co.

Dion sta. (Hartley p. o.), Ia.—Chas. Jones, of Moneta, will operate the elvtr. of J. K. McAndrew this year.

Manson, Ia.—The improvements on the elvtr. of the Farmers Elvtr. Co., which cost about \$4,500, have been completed.

Everly, Ia.—The Hunting Elvtr. Co. will build a 35,000-bu. elvtr. to replace the house which is now being wrecked.

Le Mars, Ia.—The Farmers Elvtr. Co. has built a new office, installed a wagon scale and made repairs on its elvtr.

Rock Valley, Ia.—A new driveway is being built and other improvements made in the elvtr. of the Hunting Elvtr. Co.

Fairfield, Ia.—J. H. Stuckey and Harlan Gossick have formed the Stuckey-Gossick Mfg. Co. to operate the Stuckey Elvtr.

Ida Grove, Ia.—The improvements which I am making in my elvtr. will greatly increase the capacity.—C. C. Crawford.

Midvale sta. (Kelly p. o.), Ia.—A new office building is being erected at the elvtr. of the Farmers Elvtr. Co. of Huxley.

Oakville, Ia.—The Farmers Grain Co., which recently improved its elvtr., will probably discontinue business this fall.

Williamsburg, Ia.—The elvtr. of W. F. Harris will be managed by C. E. Harris while the former is away on a vacation.

West Liberty, Ia.—The elvtr. of W. C. Addleman was slightly damaged when a burning freight car nearby set fire to it.

Graettinger, Ia.—Work is progressing on the 40,000-bu. elvtr. of the Farmers Elvtr. Co.—Whittemore Elvtr. Co., Whittemore.

Akron, Ia.—The elvtr. which the Hunting Elvtr. Co. is building to replace the house burned Mar. 13 is about completed.

Dunkerton, Ia.—The Farmers Elvtr. Co. let contract for a 20,000-bu. cribbed corn sheller plant to the Newell Construction Co.

Ruthven, Ia.—The remodeling of the elvtr. of the Farmers Co-operative Society into an up-to-date plant is completed.

Leland, Ia.—H. N. Thompson, formerly mgr. of the Farmers Elvtr. Co., has moved to Lake Mills. A. T. Ambrosion is now mgr.—P. M.

Nemaha, Ia.—The Farmers Elvtr. Co., which has recently been organized with a capital stock of \$15,000, will build a 40,000-bu. elvtr.

Alexander, Ia.—C. H. Miller has bot our elvtr. and will take possession July 1.—C. C. Schulte, agt. Bowles, Billings, Kessler Grain Co.

Spencer, Ia.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, P. N. Larsen, Wm. Caslendyck and others.

Blairtown, Ia.—The Blairtown Grain Co. expects to have its new elvtr., for which it recently let contract, completed about July 1.

Remsen, Ia.—New belts, cups and a Fairbanks-Morse Automatic Scale have been installed in the elvtr. of the Farmers Co-operative Co.

Buckeye, Ia.—We are now ready for business in the elvtr. which we recently bot from the Western Elvtr. Co.—C. E. Lowry & Sons, Cushing.

Independence, Ia.—J. W. Scott has bot the elvtr. and coal business of T. E. Scarcliff. Mr. Scarcliff will continue in the lumber business.

Kimballton, Ia.—Andrew Rattenborg, agt. of the E. Rothschild Co., who was recently offered the management of the company's elvtr. at Brayton, has decided to remain here.

Elkhart, Ia.—The recently formed Elkhart Grain Co. incorporated; capital stock, \$10,000; incorporators, F. C. Kelly, M. E. Gannon and others.

Hansell, Ia.—Charles Harrison is now pres., T. L. Wold, vice-pres., James Hannah, sec'y, and Len J. Woodley, treas., of the Hansell Elvtr. Co.

Bayard, Ia.—The superstructure of the 30,000-bu. elvtr. of the Chas. Dozler Grain Co. is completed and the building will be ready to handle the new crop.

Glidden, Ia.—The Farmers Elvtr. Co. is erecting a 22x60 ft. implement storehouse and display room. J. C. Reidesel, mgr., is planning to go to the exposition.

Harris, Ia.—We will improve our elvtr. by lowering the driveway, installing new dumps and steel pans and possibly an electric motor.—Agt. Stockdale & Maack Co.

Alvord, Ia.—A large spiral overhead conveyor and 2 new coal sheds have been added to the Farmers Elvtr. Co. The elvtr. and coal sheds have been painted also.

Glidden, Ia.—New machinery, including cleaner, scales and shellers, is being installed in the elvtr. of A. Morehouse. The Temple-Williams Co. is doing the work.

Gladwin, Ia.—The Gladwin Co-operative Co. incorporated; capital stock, \$10,000; F. W. Moody, pres., A. L. McGuire, vice-pres., S. E. Todd, sec'y, and G. M. Hendrickson, treas.

Exira, Ia.—The elvtr. of the E. Rothschild Co. will be managed by Hans Hansen, while Herman Barnholdt, who is agt., is at the exposition on a 2 months' vacation.

Sibley, Ia.—Greig & Zeeman, of Estherville, and Walt Willey have bot the elvtr. of L. B. Spracher & Co. Mr. Willey will move here and take charge.—B. B. Anderson.

Boone, Ia.—A new motor and dump have been installed, the pit remodeled and improvements made which cost about \$1,000, on the elvtr. of the Farmers Elvtr. & L. S. Co.

Callender, Ia.—Albert Rustebakke is managing the elvtr. of the Callender Grain Co. while the mgr., Nels Pearson, and his wife are away on their honeymoon at the exposition.

West Grove, Ia.—We are building new iron clad elvtrs. on the C. B. & Q. R. R. at this station and Ellston. Cleaners and shellers will be installed.—O. A. Talbott Co., Keokuk.

Templeton, Ia.—The Farmers Elvtr. Co. will not build a new elvtr. as has been reported unless it is requested to move the elvtr. to a new track which the Milwaukee R. R. is putting in.

Tama, Ia.—Contract for the new 18,000-bu. elvtr. of the Farmers Elvtr. Co. has been let to the R. M. Van Ness Construction Co. This house will replace the one burned Nov. 15, 1914.

Randolph, Ia.—Fred Anthony is promoting the erection of another elvtr. here to be completed to handle this year's crop. He has selected the site and made application for a lease on it.

Early, Ia.—The Farmers Elvtr. Co. has bot the 40,000-bu. elvtr. of the Trans-Mississippi Grain Co., which it will operate in connection with its own elvtr. that has recently been improved.

Winfield, Ia.—A new corn crib will be built by the Winfield Elvtr. & Supply Co. this year. The Farmers Elvtr. Co. built a 14x128 ft. coal shed and made other improvements in its elvtr. and office.

Waverly, Ia.—We are changing part of our warehouse into an elvtr. and will also buy and grind all kinds of feed. We will be ready for business about Aug. 1.—Hohnsbehn Creamery & Supply Co.

Leon, Ia.—A company has been formed by members of the Biddison Coal & Grain Co. of this city, W. L. Lingle and J. F. Noll, of Bethany, Mo., to build a modern 14,000-bu. elvtr., warehouse and coal elvtr. Contract has been let to the Burrell Engineering & Construction Co.

Dubuque, Ia.—Edward Finnan, of Dixon, will assist Mr. Sievert, in Lamson Bros. & Co.'s office here, while Joe McElroy, who has been ill, is at his home in Zanesville, O., on an indefinite leave of absence.

Pella, Ia.—The elvtr. of D. S. Huber burned some time ago and we bot his warehouse and office but do not handle grain. Vander Zyl Bros. handle the grain at this station.—Van Zee & Van Rokel.

Lafayette sta. (Alburnette p. o.), Ia.—H. E. Helwig, now second man at the elvtr. of the Farmers Elvtr. Co. at Alburnette, will take charge of that company's new 10,000-bu. elvtr. when completed June 20.

Marion, Ia.—The Farmers Co-operative Grain & Stock Co. purchased a site and let contract for an elvtr. to cost about \$3,100 to the Newell Construction Co. Other buildings will probably be added later.

Postoria, Ia.—The Hunting Elvtr. Co. will overhaul its elvtr. and repair the flat-house used for storing oats. I am now agt., Mr. Moeller having been transferred to the company's elvtr. at Hartley.—M. Olson.

New Hartford, Ia.—The elvtr. of H. H. Van Deest, which was damaged recently when an Ill. Cent. R. R. car left the side track and crashed into the side of the building, is being repaired by the railroad company.

Hornick, Ia.—We have remodeled our dump and distributor, installed a manlift, built an addition to our office, laid a cement sidewalk to the office and have made minor repairs.—John F. Burns, agt. Tiedeman Elvtr. Co.

Sioux Rapids, Ia.—The new elvtr. which the Quaker Oats Co. is building will have a capacity of 45,000 bus. and will be completed July 1. The main building will be 24x29 ft. with 2 annexes 24x24 ft. each and 40 ft. to the eaves of the main building. It will be equipped with the latest machinery.

Cedar Rapids, Ia.—C. A. Davis has been made mgr. of the Cedar Rapids Grain Co. here, succeeding L. W. Gifford, resigned. Mr. Davis has been ass't mgr. for the last 4 years, and prior to his connection with the Cedar Rapids Grain Co. was ass't to Mr. Gifford in the management of Iowa country stations of the Northern Grain Co.

Washington, Ia.—Wm. A. Whiting is now enjoying his honeymoon after 37 years of married life. It took him a long time to find someone to leave his business with while he was away. He started on a trip to California 3 weeks ago and will probably be away 3 weeks more. No doubt he will be a better man than ever when he returns.—H. J. Whiting.

Lake Mills, Ia.—Contract for the new elvtr. of the Farmers Elvtr. Co. has been awarded and work will begin at once so that the house will be ready by July 20. The building will be 24x30 and 40 ft. high with a flour house adjacent. It will be covered with sheet steel. Up-to-date machinery, including an electric motor and scales will be installed.

Mount Ayr, Ia.—The new 10,000-bu. elvtr. of the Mount Ayr Elvtr. Co. will be equipped with an 8-h.p. Fairbanks Engine, wagon scale, Richardson Automatic Scale and Clipper Cleaners. The foundations and hoppers will be of reinforced concrete. The building will be made lightning proof with copper cable connections and grounding and the windows will be covered with galvanized screen wire for protection from hail and sparks from locomotives.

Redding, Ia.—The Mount Ayr Elvtr. Co., a branch of the Iowa-Missouri Grain Co., of Lamoni, is equipping its new 10,000-bu. elvtr. with a Richardson Automatic Scale, 8-h.p. Fairbanks Engine, wagon scale and Clipper Cleaners. Galvanized screen wire will be placed over the windows for protection from sparks from locomotives and hail and the house will be made lightning proof with copper cable connections and grounding. The foundations and hoppers will be of reinforced concrete.

KANSAS

Oketo, Kan.—The Oketo Mill & Elevator Co. is repairing its plant.

Morganville, Kan.—The Farmers Elevator Co. is erecting an office.

Long Island, Kan.—A. R. Hicks is now managing an elevator here.

Delia, Kan.—G. W. Roller, of Dresden, succeeded Mulligan Bros.

Abbyville, Kan.—The farmers are forming an association to build an elevator.

Cunningham, Kan.—The Doty Grain Co. will install a Boss Car Loader.

Brenham sta. (Greensburg p. o.), Kan.—Keller Bros. will build an elevator.

Argonia, Kan.—I have started the erection of an elevator.—G. H. Pearce.

Bern, Kan.—The Derby Grain Co. is rebuilding its elevator at this station.

Dresden, Kan.—C. E. Robinson Grain Co. of Salina succeeded G. W. Roller.

Demar, Kan.—The Shellabarger Mill & Elevator Co. is building an elevator here.

Wilson, Kan.—The Wilson Mfg. & Elevator Co. has employed R. L. Wilson as mgr.

Langdon, Kan.—The Farmers Elevator Co. has completed its new 28,000-bu. elevator.

Ingalls, Kan.—An elevator is in course of construction for the Farmers Elevator Co.

Atchison, Kan.—Work is progressing on the 300,000-bu. elevator of the Blair Elevator Co.

Oak Hill, Kan.—Plans for a new elevator are being considered by the Farmers Union.

Hugoton, Kan.—The H. B. Wheaton Grain Co. has completed its 10,000-bu. elevator.

Detroit, Kan.—C. F. Klammer has added a stock of lumber and will build a lumber shed.

Leoti, Kan.—Fred Friar is out of business. I am handling grain here.—W. M. Chelf.

Herington, Kan.—S. F. Hacker has painted the interior and exterior of his office.

Abilene, Kan.—The Abilene Flour Mills Co. will change from gasoline to electric power.

Hays, Kan.—The Farmers Co-operative Association has installed a Boss Air Blast Car Loader.

Arma, Kan.—The Kelso Grain Co., of Cherokee, has engaged in business at this station.

Wells, Kan.—The Wells Co-operative Elevator Co. incorporated with a capital stock of \$6,000.

Wilmore, Kan.—The Farmers Co-operative Co. has bot the elevator of the Millers Elevator Co.

Clifton, Kan.—Fred Oeser is not building an elevator at this station as has been reported.—X.

Newton, Kan.—Work on the new 65,000-bu. elevator of the Empire Mfg. Co. is well under way.

Hutchinson, Kan.—R. A. Ward, of Liberal, is now with the Hugoton Elevator & Warehouse Co.

Wilson, Kan.—Work has been started on the 150,000-bu. concrete elevator of the Wilson Mill & Elevator Co.

Green, Kan.—Wilson & Appleton have sold their elevator to the newly organized Farmers Elevator Co.

Canton, Kan.—The Farmers Grain & Supply Co. has its elevator almost completed. I. G. Wilson is mgr.

Belmont, Kan.—The Farmers Elevator Co. has been incorporated and will start work on an elevator at once.

Vliets, Kan.—Contract for a 12,000-bu. elevator has been let by the Farmers Elevator Co. to A. F. Roberts.

Norton, Kan.—The Derby Grain Co. succeeded the Rock Island Elevator Co., retaining W. S. Campbell as mgr.

Bennington, Kan.—S. R. Dillinger is now mgr. of the Farmers Elevator Co., having resigned his position as agt. of the Shellabarger Mill & Elevator Co., which he held several years.

Bremen, Kan.—Fred Crome has acquired the elevator and residence of E. E. Koeneké—in exchange for his farm.

Whiting, Kan.—Contract for a 15,000-bu. elevator has been awarded by the Farmers Elevator Co. to A. F. Roberts.

Natoma, Kan.—I am now mgr. of the Farmers Union Shipping Ass'n, succeeding W. F. Rexroat.—E. H. Drake.

Coldwater, Kan.—The Farmers Elevator Co. is building a 20,000-bu. concrete elevator. W. W. Lockwood has the contract.

Rago, Kan.—A. W. Sparks is pres. of the Rago Grain & Mercantile Co. which has been organized to build an elevator.

Greensburg, Kan.—The capital stock of the Farmers Grain & Supply Co. has been increased from \$10,000 to \$20,000.

Randall, Kan.—The elevator of the Jewell Co-operative Ass'n was struck by lightning May 26 and was slightly damaged.

Hutchinson, Kan.—The Sylvia Mfg. Co., with Mr. Yates as mgr., has opened an office in the Rorobaugh-Wiley Bldg.

St. John, Kan.—The elevator of the St. John Elevator Co. was damaged when struck by lightning May 27. No fire resulted.

Woodston, Kan.—The Woodston Grain Co. has let contract for a 30,000-bu. iron clad studded elevator to A. F. Roberts.

Burdette, Kan.—Up-to-date grinding equipment has been installed in the elevator of the Farmers Grain & Supply Co.

Arkansas City, Kan.—The daughter of A. J. Hunt, pres. of the New Era Mfg. Co., was married recently to P. M. Clarke.

Attica, Kan.—The elevator of the Attica Grain & Elevator Co. was struck by lightning May 23 and considerable damage done.

Hays, Kan.—We are changing our track scales from wood construction to steel and concrete.—Hays City Mfg. & Elevator Co.

Lorraine, Kan.—Contract for the 20,000-bu. elevator of the Lorraine Grain Fuel & Stock Co. has been let to A. F. Roberts.

Atwood, Kan.—The Farmers Grain Co. has let contract for an elevator to be built on the site of the house now being wrecked.

Rexford, Kan.—William Westerman is remodeling his elevator in preparation for the new crop.—Henry Westerman, Kansington.

Pearl, Kan.—The Pearl Town & Mercantile Co. will install a Fairbanks Engine and electric power to operate its elevator.—G. J. S.

Sharon, Kan.—I have left this city and am now located at Texhoma, Okla.—Chas. McFarland, formerly prop. Sharon Grain Co.

Winfield, Kan.—M. Alexander, of the Alexander Mfg. Co., is confined to his home with a bruised hip and other minor injuries.

Bronson, Kan.—The corn crib of the Noble Grain Co. was struck by lightning May 27 and badly damaged, but no fire resulted.

Offerle, Kan.—The 18,000-bu. elevator of the Rock Mill & Elevator Co. has been completed by Geo. L. Rymer, who had the contract.

Grainfield, Kan.—The Farmers Business Ass'n, which is erecting a warehouse and installing wagon scales, will build an elevator in the fall.

Uniontown, Kan.—An elevator will be erected by H. M. Griffith. The old mill of Goodlander & Konantz is being remodeled into an elevator.

Kanopolis, Kan.—We have sold our elevator but have made arrangements to continue in business here.—Ellsworth Mill & Elevator Co., Ellsworth.

Hutchinson, Kan.—A midsummer gathering of grain dealers to be held the third week of June is being considered by the dealers of this city.

White Cloud, Kan.—I have leased my elevator at Robinson, but will continue to operate the houses here and at Easton.—G. G. Wiechen, Robinson.

Fostoria, Kan.—The Pottawatomie County Co-operative Ass'n incorporated; capital stock, \$5,000; incorporators, Albert Hainey, Ernest George and others.

The mixing of corn flour with wheat flour in the state of Kansas has been prohibited in an order issued by Dr. S. J. Crumrine of the State Board of Health.

Almena, Kan.—The Farmers Union has leased the elevator of the Central Granaries Co. and Frank Taylor of the latter company will be mgr. after July 1.

Hays City, Kan.—C. E. Williams, mgr. of the Hays City Mfg. & Elevator Co., and wife have gone on an extended trip to the Pacific Coast and the expositions.

Waldron, Kan.—The Farmers Grain & Merc. Co. has greatly improved its elevator by covering both roof and sides with iron, materially reducing the fire hazard.

Ardell sta. (Kinsley p. o.), Kan.—Work has now been started on the 20,000-bu. iron clad elevator of the Rock Mill & Elevator Co. Geo. L. Rymer has the contract.

Seneca, Kan.—The Farmers Union has bot the elevator of Ed. M. Collins, known as the Red Elevator, for \$5,000. The capital stock of the new company is \$10,000.

Dodge City, Kan.—The Farmers Equity Union has bot the farmers' elevator. Carl Fitzgerald will manage the house until the new company takes possession July 1.

Dodge City, Kan.—The Farmers Equity Union has purchased our elevator and will take charge in the near future.—C. H. Dunlap, Farmers Elevator & Supply Co.

Clay Center, Kan.—The Snell Mill & Grain Co. will substitute an oil engine for the steam power now being used. The Iams Grain Co. has built a new office.

Ogallah, Kan.—We are remodeling our elevator, enlarging it one-third, building a cement engine room and a 14x22 ft. detached office.—I. Nixon, Ogallah Elevator Co.

Falun, Kan.—G. A. Forsse has let contract for his new elevator to the R. M. Van Ness Construction Co. to be built on the site of the house which is now being razed.

Rossville, Kan.—The Co-operative Elevator Co. has been organized, with Morris Bond as pres. and Harvey James, sec'y, to build an elevator at a cost of \$8,000. Work will be started this month.

Hardtner, Kan.—The new elevator of the Arkansas City Mfg. Co. has a capacity of 10,000 bus. We have installed a new car loader in our elevator.—C. W. Lewis, mgr. Southwestern Elevator & Mercantile Co.

Sawyer, Kan.—The office and the engine room have been remodeled and an automatic scale installed in the elevator of the Sawyer Equity Exchange. W. W. Gibbons is now mgr. of the recently acquired elevator.

Coffeyville, Kan.—A. T. Ragon is now in the grain dept of the Rea-Patterson Mfg. Co. He has disposed of his hay business to this firm and it will now be operated under the name of the Rea-Ragon Hay Co.

Hutchinson, Kan.—The Larabee Flour Mills Co. is building a 550,000-bu. concrete elevator of 12 bins. The Finton Construction Co. has the contract. A Thermostat and a 2,200-bu. hopper scale are being installed.

Viola, Kan.—The Viola Grain Co. is building an 18,000-bu. studded iron clad elevator. The equipment includes a Fairbanks Feed Grinder and a Richardson Automatic Scale. The White Star Co. has the contract.

Long Island, Kan.—The Farmers Union Elevator Co. also owns the Farmers Co-operative Mercantile Co. which are operated on a separate account. I succeeded J. J. Metts who retired as mgr. May 1.—A. R. Hicks.

Robinson, Kan.—We have leased the elevator of G. G. Wiechen for 1 year, taking possession June 1. S. M. Uish is pres., L. E. Frichter, sec'y, A. B. Bengston, treas., and I am mgr.—John F. Brant, mgr. Farmers Co-operative Co.

Ludell, Kan.—An effort to buy and reorganize the Farmers Elevator Co. is being attempted by the wheat growing farmers of this county. R. R. Blume is pres., Warren Howland, vice-pres., and F. S. Miller, sec'y-treas. of the new company, which will be capitalized at \$10,000. The elevator has a capacity of 10,000 bus.

Bunker Hill, Kan.—The elvtr., which was operated until a year ago by the farmers and leased during that time by the C. E. Robinson Grain Co., of Salina, was purchased May 1 by the Farmers Elvtr. Co. 1 am mgr.—B. F. Butler.

Haven, Kan.—The Farmers Grain Co., altho a co-operative organization of farmers, will be assessed on stock of wheat in hand and must pay taxes the same as any private corporation, according to the Kansas State Tax Com's'ner.

Liberal, Kan.—C. M. Light will build a 20,000-bu. studded iron clad elvtr. The equipment will include White Star Steel Manlift and Transmission Machinery and a Fairbanks Gasoline Engine. The White Star Co. has the contract.

Coffeyville, Kan.—Work on the 350,000-bu. elvtr. of the Rea-Patterson Mlg. Co., which was delayed on account of rock being encountered in excavating for the foundation, is progressing. The pouring of cement started about June 1.

Kinsley, Kan.—The Kinsley Mill Co. will let contract for a 30,000-bu. elvtr. The 18,500-bu. elvtr. of the Kinsley Grain & Lumber Co. and the 20,000-bu. elvtr. of the Rock Mill & Elvtr. Co. have been completed by George L. Rymer, who had the contract.

Osawatomie, Kan.—Frank E. Essex is remodeling his elvtr. The new equipment includes a Western Sheller, cleaner and chain drag, 1,500-bu. Richardson Automatic Scale. J. L. Tipton has the contract to furnish the machinery and to make installation.

Paola, Kan.—Morris Robison, of Kansas City, Mo., has bot the interest of J. R. Vogelsong in the Paola Mill & Elvtr. Co. and will form a partnership with Alex Hamlin to operate the plant. Mr. Vogelsong will retire from the grain business for the present.

Sawyer, Kan.—We will repair the elvtr. recently purchased of the W. E. Clark estate and will build a storeroom for mill feed, etc. We will only operate one 15,000-bu. elvtr. here regularly as the old house is in poor condition.—G. H. Wilmot, agt. Arkansas City Mlg. Co.

Hutchinson, Kan.—A baseball team is being formed by the grain men, several of whom are clever fielders. Earl Monson will be pitcher, Harry Ratcliffe, catcher, while Paul Noble, E. A. Mowery, Jesse Langford, Jesse Nebergall, Paul Gano and Lloyd Coughenour will be on the team.

Beattie, Kan.—The Farmers Union has been incorporated with a capital stock of \$10,000 to build a 17,000-bu. elvtr. The house will be operated by a 30-h.p. oil engine. Herbert Feldhausen is pres., R. S. Pauley, vice-pres., Joe Chase, sec'y, and John Wagner, treas. Contract has been let to A. F. Roberts.

Ludell, Kan.—An effort to buy and reorganize the Farmers Elvtr. Co. is being attempted by the wheat growing farmers of this county. R. R. Blume is pres., Warren Howland, vice-pres., and F. S. Miller, sec'y-treas., of the new company, which will be capitalized at \$10,000. The elvtr. has a capacity of 10,000 bus.

Manhattan, Kan.—In order to arouse Kansas wheat growers to the necessity of doing something toward exterminating the Hessian fly, members of the faculty of the Kansas State Agricultural College are visiting this section of the state in a special train operated by the Santa Fe known as the "Hessian Fly Special." Forty-minute stops are being made at 65 towns and lectures given in day coaches, which are carried as auditoriums. Towns have been urged to get the farmers to attend these lectures.

WICHITA LETTER.

J. P. Chess, of Kansas City, connected with the state grain inspection dep't for the past 17 years, has succeeded Joseph C. Wasser as sup't of grain inspection.

The Fox-Miller Grain Co., of Kansas City, Mo., will open an office in the Sedgwick Block June 15 with W. C. Miller in charge.

The Red Star Mlg. & Elvtr. Co. contemplates purchasing a \$3,500 electric sign.

D. R. Brooks, formerly with the Kansas Flour Mills Co., will be in charge of the Bruce Bros. Grain Co.

C. M. Jackman, sec'y of the Kansas Mlg. Co., has taken his family to the Pacific Coast and the expositions.

We recently purchased the elvtr. of C. B. Gaunt and will engage in the grain and feed business. My partner has had several years' experience in this line, and with elvtr. and warehouse facilities, we are fully equipped to do a mixed car business.—R. W. Smith, Smith Elvtr. Co.

The Anderson Grain Co. of this city and the Walker Grain Co., of Fort Worth, Tex., went to court over the sale of 5,000 bus. of wheat. The former claimed the latter owed \$354 for failure to accept the wheat at Fort Worth after contracting to buy it. The wheat was supposed to be en route to Texas when sold, but actually was stored in Fort Worth. After acceptance of the wheat was refused the Anderson Company sold it at 3c a bu. under the contract price. The Walker Company was asked to pay the loss, but instead of doing so set up a counter claim for \$125, alleging the Anderson Company itself failed to carry out the contract of sale. The court held that the Walker Company was in the right and gave it judgment for \$125 on its cross-petition.

KENTUCKY

Stephensport, Ky.—H. A. Dutschke, prop. of the Stephensport Roller Mills, is building a 20,000-bu. cribbed elvtr.

Cloverport, Ky.—The Star Roller Mills contemplates the installation of an electric motor in place of steam power.

Hardinsburg, Ky.—The Hardinsburg Mill & Elvtr. Co. is installing a new boiler and making repairs at a cost of \$1,500.

Irrington, Ky.—The Irvington Mill & Elvtr. Co. is changing its power from steam to oil. A 40-h.p. oil engine will be installed.

Louisville, Ky.—John R. Williams, prop. of the Star Mlg. Co., at Nicholasville, has opened an office in the Hotel Nicholas Bldg.

Glendale, Ky.—Marion Hoover, who brot suit against A. S. Ashlock to settle partnership troubles last March, has succeeded in buying his interest for \$3,000 and is now sole owner of the elvtr. and mill.

LOUISIANA

NEW ORLEANS LETTER.

The mother of W. L. Richeson, chief grain inspector and weigh master, died recently.

We have finished putting in a concrete floor in Elvtr. "A" and making extensive repairs to machinery. We are going to put in a dust collecting system and rearrange some of our sprinkler system. We are now putting in concrete floor in Elvtr. "B," overhauling machinery and expect to start early next month on repairing and raising our Marine Conveyors.—G. B. Harrison, The Texas & Pacific Ry., Westwego Wharves and Elvtrs.

New Orleans, La. — The Structures, Equipment and Advantages of the Port of New Orleans is an instructive pamphlet by Geo. H. Davis, of Ford, Bacon & Davis, engineers, who have designed cotton warehouses to cost \$3,500,000, and are now designing a 1,000,000-bu. grain elvtr. to be built west of and on the up-stream side of the cotton warehouse location, by the Board of Commissioners of the Port. The developed river line of the harbor extends 15 miles, but there are 41 miles of frontage under the control of the Commissioners.

MARYLAND

Keedysville, Md.—A 6,000-bu. concrete elvtr. will be built by the Keedysville Mlg. Co.

Chewsville, Md.—J. W. Remsburg has bot the elvtr. of B. A. Betts and is improving it, installing gasoline power, etc.—J. W. Cable, Jr.

BALTIMORE LETTER.

The Chamber of Commerce has asked the mayor to expedite the passage of an ordinance by the city council providing for municipal supervision and weighing of grain and millfeed.

The Baltimore Grain Co. incorporated; capital stock, \$100,000; incorporators, Ferdinand A. Meyer, pres., Thomas C. Craft, Jr., vice-pres., and Edward T. Sheil, Jr., sec'y-treas. This company succeeds the Louis Muller Co., as John M. Dennis has retired from the grain business. Mr. Sheil has applied for membership in the Chamber of Commerce.

We are indebted to Sec'y James B. Hessong for a copy of the 60th annual report of the Chamber of Commerce, which contains a list of officers, board of directors, com'ites, act of incorporation and amendments, rules, regulations, by-laws and members of the chamber. A handsome engraving of the Chamber of Commerce Bldg. is shown and valuable statistics covering receipts and shipments, prices, etc., are also included.

MICHIGAN

Merrill, Mich.—We have started the erection of a 20,000-bu. elvtr.—Merrill Elvtr. Co.

Milan, Mich.—The Auten-Camburn Grain Co. has let contract for a 20,000-bu. elvtr. to A. H. Richner.

Ottawa Beach, Mich.—The Michigan State Miller's Ass'n will hold its summer meeting here June 24 to 27.

Grand Rapids, Mich.—A. B. Merritt, treas. of the Valley City Mlg. Co., has resigned to take effect July 1.

Onaway, Mich.—Arthur E. Starks will build an elvtr. and place Oscar Roberts in charge. Work will be started soon.

Grand Rapids, Mich.—Logan & Bryan, of Chicago, Ill., have opened a branch office with W. A. E. O'Neill as resident mgr.

Jeddo, Mich.—The elvtr., known as the Grant Elvtr., which J. A. Heath, of Richmond, now bankrupt, was connected with, has been sold.

Port Huron, Mich.—I will remodel to the latest system the elvtr. and mill which N. E. Oliver and I bot from the Model Mlg. Co.—C. E. Oliver.

Atwater sta. (Bad Axe p. o.), Mich.—The elvtr. we are building is located on the D. & H. Ry.—John Hickey, sec'y Gleaner Co-operative Elvtr. Co.

Detroit, Mich.—Thomson & McKinnon, of Chicago, Ill., have opened a branch office in the Board of Trade Bldg. with George M. Bingham as mgr.

Blaine, Mich.—The elvtr. which J. A. Heath, of Richmond, operated here, has been sold on account of the financial difficulties of the company.

Richmond, Mich.—The financial condition of the Richmond Elvtr. Co. will be given out as soon as H. B. Hoyt, of Port Huron, finishes auditing the books of the company.

Sixlakes, Mich.—We expect to build a new elvtr., complete in every respect and will operate a lumber yard in connection. We will be ready for business Sept. 1.—Bad Axe Grain Co., Bad Axe.

Grand Rapids, Mich.—The Public Elvtr. & Warehouse Co. has almost completed its organization. It is the intention of the company to build a terminal elvtr. for which \$40,000 has already been subscribed.

Howell, Mich.—I am installing a 10-h.p. electric motor in my plant which will take the place of the gasoline engine formerly used for receiving and heavy work generally, also a Monitor Separator, especially for beans.—J. O. Taft.

Detroit, Mich.—The Swift Grain Co. incorporated; capital stock, \$100,000; incorporators, Theo. W. Swift, D. M. Cash and James J. McIntyre. The Caughy-Jossman Co. incorporated; capital stock, \$100,000. Notice of dissolution of the Caughy-Swift Co. appeared in this column May 25.

MINNESOTA

Prior Lake, Minn.—The elvtr. of Costello Bros. is undergoing repairs.

Herman, Minn.—I am no longer agt. of the Cargill Elvtr. Co.—Theo. Ritzschke.

Northfield, Minn.—New corn cribs will be erected by the Farmers Mercantile & Elvtr. Co.

Magnolia, Minn.—Some repairs will be made on our elvtr.—D. E. Connelly, mgr. Farmers Elvtr. Co.

Hendricks, Minn.—Geo. P. Sexauer & Son, of Brookings, S. D., have bot the elvtr. of the Western Elvtr. Co.

Roscoe, Minn.—Mike Willenbring is no longer agt. of the Cargill Elvtr. Co. and is now located at Richmond.—P. M.

West Concord, Minn.—An electric motor, new belts, cups and legs will be installed by the Farmers Mercantile & Elvtr. Co.

Grand Rapids, Minn.—The Crookston Flour Mills, of Crookston, may establish an elvtr. at this point.

Matawan, Minn.—We built a 1,700-bu. corn crib last fall.—A. B. Babcock, agt. Hunting Elvtr. Co.

Chandler, Minn.—The Bennett Grain Co. and the Farmers Elvtr. Co. will repair their elvtrs. and install new machinery.

Springfield, Minn.—Henry C. Ohlsen will be mgr. of the Farmers Elvtr. Co., after Aug. 1, succeeding J. B. Schumacher.

Franklin, Minn.—Mr. Bloom will manage the plant of the Citizens Mlg. Co., having purchased the interest of C. A. Fleming.

Currie, Minn.—We have bot the elvtr. of the Hubbard & Palmer Co. and I am mgr.—B. De Mersseman, mgr. Farmers Elvtr. Co.

Crookston, Minn.—The Crookston Mlg. Co. has asked for bids for the erection of a new elvtr. to replace the house burned May 7.

Fergus Falls, Minn.—The Red River Mlg. Co. has awarded the contract for its new plant which will replace the one burned Mar. 10.

Mankato, Minn.—E. W. Wagner & Co., of Chicago, Ill., have opened an office in the National Citizens Bank Bldg., with E. E. Heald as mgr.

Ormsby, Minn.—The Stockdale & Maack Co. is making repairs on its elvtr. The Burrell Engineering & Construction Co. is doing the work.

Currie, Minn.—The recently organized Farmers Elvtr. Co. purchased the elvtr. of Hubbard & Palmer Co. for \$4,000 and took possession June 1.

Pelican Rapids, Minn.—I will operate the elvtr. personally which I recently purchased from the Andrews Grain Co.—Geo. S. Heiberg, Edgeley, N. D.

Crookston, Minn.—Carter, Sammis & Co., of Minneapolis, have succeeded the Farmers Co-operative Fuel & Com's'n Co., which is now out of business.—X.

Campbell, Minn.—The new 30,000-bu. elvtr. which the Winter-Truesdell-Ames Co. is building to replace the house burned Mar. 11 is nearing completion.

Tenney, Minn.—The elvtr. and coal sheds of the Atlantic Elvtr. Co. burned May 16. Some men sleeping in box cars are reported to have started the fire.

Dennison, Minn.—The Farmers Mercantile & Elvtr. Co. will build an addition to its office and install a new cleaner soon. A large warehouse will probably be built also.

Hayfield, Minn.—The elvtr. of the Farmers Elvtr. & Mercantile Co. will be repainted and an electric motor installed if arrangements can be made for electric power.

South St. Paul, Minn.—The Farmers Hay & Grain Co. incorporated; capital stock, \$50,000; incorporators, Geo. D. Fisher, Daniel A. and Myra M. Gaumnitz. The company will have offices here and at Minneapolis. Mr. Fisher, who has been purchasing agt. for the St. Paul Union Stock Yards Co., will resign June 15.

Magnolia, Minn.—The Farmers Elvtr. Co. took possession June 1 of the elvtr. which it recently acquired from the Magnolia Mercantile & Elvtr. Co. The house will be overhauled.

Echo, Minn.—Work is progressing on the up-to-date 25,000-bu. corn elvtr. of the Echo Mlg. Co. It will be of cribbed construction with steel siding and roof. The engine room will be built of brick.

Edgerton, Minn.—Hurbert Tott, who has been assisting his father, Herman Tott, in managing the Farmers Elvtr. Co. at Orange City, Ia., will succeed Fred Ulk as mgr. of the Farmers Elvtr. Co. here.

Danvers, Minn.—Samuel Johnson, formerly mgr. of the Farmers Grain & L. S. Co., of Labolt, S. D., has purchased an elvtr. here.—W. G. Wilkinson, mgr. Farmers Grain & L. S. Co., Labolt, S. D.

St. Paul, Minn.—The state grain inspection dept., which for years has occupied the same offices as the state railroad and warehouse com's'n under which it operates, has moved to the top floor of the capitol.

Revere, Minn.—A receiver has been appointed for the Revere Elvtr. Co. and not for the Revere Farmers Elvtr. Co., as was reported in the local newspapers. The latter company is doing a good business.

Winona, Minn.—Elvtr. "B," for which the Bay State Mlg. Co. recently let contract, will be completed about June 20. The power equipment consists of 7 motors with a total capacity of about 200-h.p., and the scales which are inside have a capacity of 2,000 bus.

Mazeppa, Minn.—Theo. Maas expects to retire after managing the elvtr. of Theo. Maas & Co. for the last 23 years and will go south for the winter. The R. E. Jones Co., of Wabasha, bot a half interest in 1909, and it is probable it will be operated under that name.

Lake Benton, Minn.—C. M. Rasmussen is now mgr. of the Farmers Co-operative Elvtr. Co. Wm. Crandall, of Hayes, S. D., has succeeded the Lake Benton Elvtr. Co. The Atlas Elvtr. Co. is using the elvtr. of G. W. Van Dusen & Co.—H. Haigh, agt. Geo. P. Sexauer & Son.

Cleveland, Minn.—The elvtr. of the Farmers Elvtr. Co., which burned May 5, together with 4,000 bus. of wheat, 1,000 bus. of corn and 1,000 bus. of other grain, was fully insured. A new 40,000-bu. frame elvtr., covered with galvanized iron, will be erected soon to replace it. Equipment will include an automatic scale, cleaner and other machinery.—Victor Hermel, mgr.

Windom, Minn.—The remodeling of our elvtr. is now finished and we have an up-to-date house. The work was done by L. Buege at a cost of \$2,300. The cribbing was extended 15 ft. high, which gives us 12,000 bus. additional capacity, the total capacity now being 30,000 bus. We have also built a 22x48 ft. addition for flour, feed and salt. A Monitor Cleaner has been installed.—Chas. Hofstrom, mgr. Co-operative Elvtr. Co.

St. Paul, Minn.—The trial of the Equity Co-operative Exchange, at Fargo, N. D., was adjourned to June 16 to give the defense further time to get evidence. H. M. Hendrickson, mgr. of the Farmers Elvtr. Co. at Simcoe, N. D., testified that 3 drafts on the exchange amounting to \$14,000, had been returned unpaid and protested. One affidavit averred that a sale which had actually been made at 88c was reported to a customer as having been at 85½c. W. F. Converse, of Minneapolis, testified to buying grain consigned to the exchange by farmers and of frequently reselling it at 4@6c more than he paid the Equity agent. A stockholders' meeting is represented to have been held in Fargo, at which \$30,000 was guaranteed by those present, to make up for any impairment of the Exchange's capital.

DULUTH LETTER.

Memberships in the Board of Trade sold recently at \$4,200.

John E. Brayton, an employe of the Globe Elvtr. Co., died recently.

John McInnes, a grain broker, was married recently to Mrs. Louis Bairstow Strickland, of Waukegan, Ill.

The Kennedy Com's'n Co. incorporated; capital stock, \$25,000; incorporators, M. L. Wiseman, L. A. and W. E. Kennedy.

W. J. Joyce has been admitted to membership in the Board of Trade and the membership of John T. Pugh has been withdrawn.

Bermust Cannelbeyel, charged with stealing pure seed grain from the Northern Pacific freight office, was held to the superior court. His dwelling has been searched by the police and 40 bus. of wheat found.

MINNEAPOLIS LETTER.

W. C. Fairbanks has made application for a traveling representative's license to represent Turle & Co.

The Sheffield Elvtr. Co. expects to have a new elvtr. to replace Elvtr. "K," which burned May 18, ready by Oct. 1.

The trading floor of the Chamber of Commerce has been redecorated with white and gold which is a decided improvement on the old somber colors.

William Hunter, salesman in the cash grain market for Nye, Jenks & Co. and P. B. Mann Co. for several years, died June 4. He is survived by a wife and daughter.

We have let contract for 4 concrete tanks, each having a capacity of 20,000 bus., to Barnett & Record Co. Work will commence immediately.—Atkinson Mlg. Co.

A petition in bankruptcy against Robert J. Johnstone, whose affairs have been in the hands of a trustee, has been filed. The liabilities are scheduled at \$136,130, with assets at \$72,000.

Keusch & Schwartz, of Chicago, Ill., have opened an office in the Chamber of Commerce Bldg., in charge of Frank P. Beaupre. B. F. Schwartz has applied for membership in the Chamber of Commerce.

The Washburn-Crosby Co. let contract for a 260,000-bu. elvtr. to the Barnett & Record Co. It will consist of 13 concrete tanks, each 109 ft. in height with a 12 ft. cupola across the top. The new house will be ready by Sept. 15.

C. J. Martin and Chas. Pruett have been admitted to membership in the Chamber of Commerce. T. J. Thompson has applied for membership and Wm. J. Tierney, B. L. Simmons and J. B. Sharpe have posted their memberships for transfer.

Celebrating its 60th anniversary the H. Poehler Co. has sent its many friends and patrons a booklet entitled "After Sixty Years," giving the history of the firm since its establishment at Henderson, Minn., in 1855 by Henry Poehler, who had arrived at New Orleans from Germany in 1843 at the age of 15. The grain warehouse erected by Mr. Poehler at that time is still standing. The booklet contains portraits of 24 of the officers and employes of the firm who are at the Minneapolis headquarters or Duluth and on the road. Thirty of those associated in the business were guests at dinner May 29 at the Minneapolis Club. This company has handled over 200,000 carloads of grain and none of its customers has ever lost a dollar thru its dealings. As a souvenir the firm gave its patrons an engraved medal embossed in golden bronze with a likeness of the founder.

MISSOURI

Stanberry, Mo.—P. D. Blake has removed to Humansville.—P. M.

Alexandria, Mo.—W. N. Sage is making extensive improvements on his elvtr.

Dexter, Mo.—The elvtr. of the Scott County Mlg. Co. will have 2 new dumps.

Mexico, Mo.—The Hoxley & Nichols Seed & Produce Co. is out of business.—E. I. N.

Rockville, Mo.—The Farmers Elvtr. Co. has let contract for a 15,000-bu. elvtr. to A. F. Roberts.

Carl Junction, Mo.—The capacity of the elvtr. of the Brand-Dunwoody Mlg. Co. is being doubled.

Tipton, Mo.—W. H. Yontz has sold his elvtr. at this station and is retiring from the grain business.

Huntsville, Mo.—We will operate the elvtr. which we bot from Suthiff & Harlan. —G. A. Mayo & Son.

Bowers Mill, Mo.—Fires, caused by lightning, destroyed the elvtr. of the Majestic Mlg. Co. May 24.

Marshall, Mo.—J. C. Shaffer & Co., of Chicago, Ill., have opened an office here. A. H. Barlow is in charge.

Ashburn, Mo.—Contract has been let by the Anderson-Garner Co., of Louisiana, for an elvtr. to cost about \$4,500.

Lexington Junction, Mo.—W. H. Siske is mgr. of the 10,000-bu. elvtr. which W. H. Perrine & Co. have just completed.

Wheeling, Mo.—Work is progressing on our new iron clad elvtr. on the C. B. & Q. R. R.—O. A. Talbott Co., Keokuk, Ia.

La Due, Mo.—The La Due Grain & Supply Co. is building a new elvtr. Otto Volkman is pres.—Larabee Flour Mills Co., Clinton.

Ash Grove, Mo.—An involuntary petition in bankruptcy was filed against the Ash Grove Mlg. Co., which recently disposed of its plant.

Reeds, Mo.—Work on the 10,000-bu. elvtr. of the Farmers Elvtr. Co. of which Guy Buerdick is sec'y, is progressing rapidly.—E. L. Wormington, La Russell.

Boonville, Mo.—Julius Sombart, 90 years of age, died recently. He was head of the Sombart Mlg. & Mercantile Co., which operates a large elvtr. here, up to the time he retired on account of old age.

New Hampton, Mo.—We sold our lease and elvtr. to W. J. Luersole and have bot a 2/3 interest with J. F. Noll, of Bethany, in the Biddison Coal & Grain Co., at Leon, Ia. We are building an elvtr. there on the site formerly owned by Swift & Co.—W. T. Lingle.

Henley, Mo.—An elvtr. is now being constructed for a company composed of A. J. Koewing, Otto Englebrecht, Andrew and August Thomas. The house will have a capacity of 8 carloads and will be fireproof 20x28 ft., 2½ stories high and will be equipped with up-to-date facilities for loading and unloading wheat. A 12-h.p. gasoline engine will be installed.

Jasper, Mo.—The Farmers Co-operative Elvtr. Co. is building a 17,500-bu. concrete elvtr. The equipment, which is furnished by J. L. Tipton, includes a 20-h.p. Charter Oil Engine, Western Sheller, Cleaner and Manlift, three steel legs, a 1,000-bu. Richardson Automatic Scale and a 5-ton wagon scale. The company has been incorporated with a capital stock of \$15,000 by W. H. Hille and F. W. Westcott.

KANSAS CITY LETTER.

A membership in the Board of Trade recently sold at \$5,250.

D. W. McGovney and E. R. Welsh will solicit business in Kansas for the Wilser Grain Co.

Arrangements have been completed for the transfer of the State Grain Inspection Dept. from Topeka, Kan., to this city.

F. L. Bedell, who has been with the McEwen Grain Co., is now with Kemper Grain Co. as cash grain man on the floor.

The Aylesworth-Neal-Tomlin Co. has increased its capital stock to \$250,000. The firm operates the 1,500,000-bu. Murray Elvtr.

Joseph Walker, who resigned as sales mgr. for the Universal Mill Co. at Claffin, Kan., June 1, will be associated with the E. E. Roehen Grain Co. in the grain business.

James H. Woodriddle of the Scoular-Bishop Grain Co., Frank D. Bruce and Lester R. Stevens of Minneapolis, Minn., have been admitted to membership in the Board of Trade.

Keusch & Schwartz Co., of Chicago, Ill., has opened an office in the Board of Trade Bldg. with Frank P. Logan as mgr. Membership in the Board of Trade has been granted Mr. Schwartz.

The Board of Trade voted against a proposed amendment to the constitution which would prohibit members from sending out any circular letters or newspapers other than the medium which was to be adopted by the exchange. The vote was 78 to 29.

The Southwestern Mlg. Co. of this city is erecting 6 additional grain tanks adjoining its present tank storage. The present elvtr. has a capacity of 300,000 bus., and the 6 new tanks, with the 2 interspaces, will increase this to 450,000. The new storage will be ready by August.

ST. LOUIS LETTER.

Jacob Schreiner, pres. of the Schreiner Grain Co., is now being called papa by a baby girl.

The Fox-Bushfield Grain Co. has discontinued its office here.—J. A. Bushfield, Denver, Colo.

Hubbard & Moffitt Com'n Co. will remove to larger quarters in the Merchants Exchange Bldg.

Herman A. Von Rump, of Seele Bros. Grain Co., has a new residence in Webster Park under construction.

John E. Hall succeeded in saving his beautiful country residence from burning recently, when a fire started in a summer kitchen. The loss will not exceed \$500.

The St. Louis Grain Club held its annual outing May 27. No papers were read and no speeches made at the dinner and the evening was spent in feasting and enjoyment.

Raymond, Pynchon & Co., of Chicago, Ill., opened a private wire office in the Merchants Exchange Bldg., June 1, with William C. Hilmer, formerly with Langenberg Bros. & Co., as mgr.

Frank D. Woodlock, 57 years old, grain broker and member of the Merchants Exchange, shot and killed himself June 1. He was president of the Woodlock & Gessler Grain Co. at one time and represented John F. Barrett & Co., of Chicago, several years ago. Grief over the death of his wife is reported as the cause of the rash act.

Excavation was begun on the site of a 3-story warehouse and elvtr. to be erected by the Valier & Spies Mlg. Co. at a cost of about \$100,000. The warehouse, which will have a ground area 60x90 ft., will be fireproof, of brick and reinforced concrete construction. The elvtr. will be 112 ft. high, and a duplicate of the elvtr. standing near. Contract has been let.

MONTANA

Brockton, Mont.—The Farmers Elvtr. Co. has been organized here.

Comertown, Mont.—The farmers have decided to build an elvtr. this fall.

Cut Bank, Mont.—The International Elvtr. Co. operates the only elvtr. here.—X.

Cascade, Mont.—The Cascade Mlg. & Elvtr. Co. contemplates increasing its capital stock to \$200,000.

Denton, Mont.—Arthur Freie has succeeded Fred E. Osborne as mgr. of the Farmers Co-operative Co.

Lewistown, Mont.—We held our annual meeting June 5 and re-elected the officers.—G. L. Friedline, mgr. Farmers Elvtr. Co.

Miles City, Mont.—Snell Bros. bot the elvtr. of D. L. Lytle and took possession June 1. They will handle grain, seeds and coal.

Shields sta. (Wilsall p. o.) Mont.—We are operating the elvtr. here which is 3 miles south of Wilsall.—C. V. Liquin, Liquin Bros.

Vaughn, Mont.—We have bot the elvtr. formerly owned by the Montana Central Elvtr. Co.—Paul D. Miller, mgr. State Elvtr. Co., Cascade.

Rosfork sta. (Moccasin p. o.), Mont.—The American Society of Equity bot the elvtr. of the State Elvtr. Co. and will take possession July 1.

Wilsall, Mont.—The Liquin-Williams Co. is operating the elvtr. here and we did not succeed that company as has been reported.—C. V. Liquin, Liquin Bros.

Great Falls, Mont.—Fred E. Osborne, formerly mgr. of the Farmers Co-operative Co. at Denton, will manage the business of the American Society of Equity here.

Roundup, Mont.—W. P. Ladd has let contract for a 25,000-bu. elvtr. to the Globe Construction Co. Work will commence soon and the house will be ready July 20.

Dutton, Mont.—We are now building a new elvtr. here and expect to build 1 or 2 more just as soon as the railroad company gives us a site.—Paul D. Miller, mgr. State Elvtr. Co., Cascade.

Townsend, Mont.—The Broadwater Elvtr. Co. suffered a small loss by fire which was confined to a grain spout between its elvtr. and wareroom.—Ralph E. Gilham, sec'y Inter-Mountain Mlg. Co.

Arrow Creek (Coffee Creek p. o.), Mont.—E. R. Logan, agt. of the Montana Elvtr. Co., gave up the management Mar. 1. We will close our elvtr. June 1.—H. G. Rouish, agt. Gallatin Valley Mlg. Co.

Harlem, Mont.—The Milk River Elvtr. Co., of Chinook, has bot the elvtr. of the Imperial Elvtr. Co. and will open it for business in the fall.—E. O. Nelson, agt. St. Anthony & Dakota Elvtr. Co., Chinook.

Great Falls, Mont.—A ruling has been filed in the court at Choteau which will dismiss the criminal prosecution against the Rocky Mountain Elvtr. Co. when the case is called charging the company with violation of the law attempting to prevent discrimination in rates and weights by elvtr. companies buying grain at different points in the same community. The law was held to be vague and therefore impossible of proper and equitable interpretation, and therefore must be held to be inoperative. The state saves an exception and the case may reach the supreme court. It was charged the company on the same day at stations but a few miles apart had bought grain paying different prices.

NEBRASKA

Endicott, Neb.—Frank Wells has charge of the local elvtr.

Seward, Neb.—The elvtr. of Imig, Graff & Hentzen is completed.

Grafton, Neb.—The Farmers Elvtr. Co. is remodeling its elvtr. here.

Roscoe, Neb.—The Farmers Co-operative Ass'n has been incorporated.

Farwell, Neb.—The Farmers Elvtr. Co. has completed a flour and feed house.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. has completed its new plant.

Blue Springs, Neb.—The elvtr. of the Farmers Elvtr. Co. is undergoing repairs.

Kearney, Neb.—F. F. Roby contemplates the erection of a reinforced concrete elvtr.

Denman, Neb.—Wade Morrison is now mgr. of the Denman Grain & Lumber Co.

Plattsmouth, Neb.—The Farmers Union incorporated with a capital stock of \$15,000.

Franklin, Neb.—J. G. Hawkins has leased the local Farmers Elvtr. from H. C. Rice, prop.

Stromsburg, Neb.—I am secy. and treas. of the Farmers Grain Ass'n.—J. W. Anderson.

Shea, Neb.—I am mgr. of the recently organized Shea Equity Exchange Co.—J. W. Bouers.

Lebanon, Neb.—The Equity Union bot the elvtr. of the Farmers Co-operative Ass'n recently.

Loomis, Neb.—W. M. Bruce will build an elvtr. here on the site of the mill destroyed by fire last winter.

Gretna, Neb.—J. B. Stanley, of Cedar Creek, is the new manager of the Duff Grain Co.'s elvtr. here.

Davey, Neb.—A site has been granted here for a farmers elvtr. and work will be commenced very soon.

Durant sta. (Stromsburg p. o.), Neb.—The recently formed Farmers Grain Co. has been incorporated with a capital stock of \$25,000.

Hastings, Neb.—The elvtr., which the Farmers Grain & Supply Co. is building will cost about \$4,000.

Chappell, Neb.—The Farmers Elvtr. Co. has decided to build a 50-bbl. mill in connection with its elvtr.

Lindsay, Neb.—W. H. Stephens, formerly of Pierce, Neb., is now manager here for the Crowell Grain Elvtr.

Howell, Neb.—The Howell Mfg. Co. is building 15,000-bu. steel storage bins and making other improvements.

Kimball, Neb.—Burt W. Larson, of Brady & Larson, was married recently to Mrs. L. L. Neeley, of Storm Lake, Ia.

Shelby, Neb.—The elvtr. of the Farmers Elvtr. Co. which was wrecked by a freight train recently, is being torn down.

Bradshaw, Neb.—The Farmers Union bot the elvtr. of the T. B. Hord Grain Co. and will take possession June 15.

Howe, Neb.—The Baker-Crowell Grain Co., of Kansas City, Mo., is remodeling its elvtr. A. F. Roberts is doing the work.

Hemingford, Neb.—We have no farmers elvtr. here and no prospect of one has been reported.—A. M. Miller, agt. Central Granaries Co.

Friend, Neb.—The farmers of this section had a meeting but have not organized as yet. They may purchase my elvtr.—P. Stepanek.

Glenwood Park (Kearney p. o.), Neb.—The Farmers Elvtr. & L. S. Co. has bot the 20,000-bu. elvtr. of the Trans-Mississippi Grain Co.

Kenesaw, Neb.—The Farmers Elvtr. & Lumber Co. of Prosser is making plans to take over the elvtr. of the Koehler-Twidale Elvtr. Co.

Blue Hill, Neb.—Our elvtr. is receiving its annual overhauling, consisting of new parts where needed and a general repairing.—H. F. Welch, mgr. Farmers Grain & Stock Co.

Winside, Neb.—The Farmers Union bot the elvtr., coal sheds and other property of Fred Theis and will take possession June 15. Nels J. Johnson is with the company.

Nora, Neb.—N. C. Hansen is pres., Geo. D. Thayer, secy., Wm. Hamel, treas. and I will remain as mgr. of the Farmers Union Ass'n which bot the elvtr. of the Nora Grain & Coal Co.—F. J. Stanley.

Boone, Neb.—The elvtr., corn crib and business of the Omaha Elvtr. Co. here, have been taken over by the farmers of this section, who have organized and incorporated as the Farmers Co-operative Ass'n.

Blue Springs, Neb.—We will make some needed repairs to our plant before the new wheat crop moves, installing a new direct spout, a new Birchard Distributing Spout and a new flexible loading spout.—Blue Springs Farmers Elvtr. Co.

Greeley, Neb.—We will build an addition to our elvtr. and will handle groceries. During the 9 months we have been in business we handled 186,932 bus. of corn, 22,586 bus. of wheat, 19,998 bus. of oats, 5,213 bus. of rye and 1,784 bus. of barley.—Ed Nation, mgr. Farmers Co-operative Co.

Paulina, Neb.—Repairs on the elvtr. of John W. McCleery have just been completed by the R. M. Van Ness Const. Co. The cupola was raised 8 ft., new leg, belt and buckets installed, automatic scale, formerly on the work floor, was raised to the cupola, and the entire building repaired.

Davey, Neb.—The new 10,000-bu. cribbed elvtr. of the Davey Co-operative Ass'n is covered with galvanized steel with double turned seam roofing. The foundations and hoppers are on reinforced concrete. It will be made lightning proof with copper cable connections and grounding and heavy galvanized wire will be placed over the windows for protection from hail and sparks from locomotives. Foundations and hoppers are of reinforced concrete. The equipment includes an 8 h. p. Fairbanks Oil Engine, Barnard & Leas Separator, wagon scale and automatic scale.

Memphis, Neb.—The case of the C. B. & Q. R. R. Co., against Anderson & Molzen, a hardware, lumber and coal firm, to force them to move their coal sheds off the right-of-way to make room for the Farmers Union Elvtr., was settled without trial. The settling of this case will cause 5 other suits to be dismissed, among them 1 in the supreme court at Omaha, 1 in the supreme court at Lincoln, 1 in the county court in Douglas county, and 2 in the district court at Wahoo. In settling this case the Farmers Union bot the Railsback Bros. Elvtr. for \$6,500 and will take possession about July 1st.—A. D. Seybolt, agt. Railsback Bros.

Motala sta. (Minden p. o.) Neb.—Work is progressing on the 17,000-bu. cribbed elvtr. of the Farmers Grain & Supply Co. The house is covered with galvanized steel with double turned seam roofing. The foundations and hoppers are of reinforced concrete. Heavy galvanized screen wire will be placed over the windows for protection from hail and sparks from locomotives and the building will be made lightning proof with copper cable connections and grounding. Hoppers and foundations are of reinforced concrete. Equipment includes a 12-h. p. Fairbanks Oil Engine, 1,500-bu. Richardson Automatic Scale, 5-ton inner steel frame wagon scale, manlift, 1 stand of elvtrs. with Standard Boot, Birchard Distributor with steel spouting, wagon dump and 2 large concrete hoppers.

Brainard, Neb.—The 40,000-bu. elvtr. for which the Farmers Elvtr. Co. recently let contract will be built on the Union Pacific R. R. It will be of cribbed construction, galvanized steel clad with double turned seam roofing. The foundations and hoppers will be of reinforced concrete. Heavy galvanized screen wire will be placed over the windows for protection from hail and sparks from locomotives and the building will be made lightning proof with copper cable connections and grounding. Equipment includes a 15-h. p. Fairbanks Oil Engine, Barnard & Leas Separator, 2 stands of elvtrs. with Standard elvtr. Boots, Birchard Distributors, steel spouting, manlift, 2 wagon dumps with large concrete hoppers, 5-ton inner steel frame wagon scale and a 1,500-bu. Richardson Automatic Scale.

OMAHA LETTER.

We have discontinued the grain brokerage business.—Suchart & De Estrada.

The foundation for the new Grain Exchange Bldg. has been finished and the steel construction has been started.

The Krogh Alfalfa Mills of this city, Rosenbaum Bros. and Finley Barrell & Co. of Chicago, have been admitted to membership in the Grain Exchange.—F. P. Manchester, secy.

J. F. Gloe, gen. mgr. Gate City Malt Co., died of heart failure recently, superinduced by grief over the tragic death of his partner, C. A. Plamondon, who lost his life in the Lusitania horror. Mr. Gloe had been manager of the Gate City Malt Co. since 1905.

S. S. Carlisle, wheat and barley expert of the Grain Exchange, is now floor man for the Gate City Malt Co., as the company's mgr., J. F. Gloe, died recently. This will not interfere with the position which Mr. Carlisle holds with the Trans-Mississippi Grain Co.

Finley Barrell & Co. of Chicago, Ill., opened a branch office in the Brandeis Bldg. June 1. W. G. Fuller, who managed the private wire office of the Bartlett-Frazier Co. until it was closed at that time, will be mgr. The new company has rented the offices formerly occupied by the Gate City Malt Co., which has removed to other quarters.

NEW ENGLAND

East Providence, R. I.—George S. Wilcox, formerly in the grain business here, died May 25.

Leominster, Mass.—We shall continue to operate under the same name so far as we know now.—Bosworth & Son.

Rochester, N. H.—George E. Dean, grain dealer, has painted his plant.

Portsmouth, N. H.—An explosion of dust in the malt house of the Portsmouth Brewing Co. caused about \$400 damage.

Nashua, N. H.—William P. Clark, prop. of the McQuesten Grain Co., will retire from the grain business and the firm will discontinue. Mr. Clark has been in the grain business for nearly 50 years.

Hinsdale, Mass.—A grain elvtr. and storehouse will be built by C. A. Pierce near his new coal pockets on the Boston & Albany Railroad. Grinding machinery will be installed and power will be taken from a commercial electric company.

NEW JERSEY

Camden, N. J.—Joseph W. Taylor, formerly a member of Taylor Bros., died May 21. He was 70 years of age.

Edgewater, N. J.—The plant of the Corn Products Co. will be shut down as soon as its present stock of corn is consumed.

NEW YORK

Penn Yan, N. Y.—The Birkett Mill, operating a 55,000-bu. elvtr. here, is making improvements on its plant.

BUFFALO LETTER.

Contract for a fireproof addition to the H-O Co.'s plant has been let.

A. Nowak & Sons brot an action recently against the Globe Elvtr. Co. in which they allege that the identical grain sent to the company to be ground was not returned.

The elvtrs. defend their action in cutting down the 10 days' free storage to 5 on the ground that it was necessary in order to keep the houses from choking up in rush time. The rule has not gone into effect yet, as it was necessary to give the railroads time to issue new tariffs on it, for they commonly absorb all Buffalo charges in making their rates.

In the matter of harbor improvements the city is more liberal each year, and is now preparing to buy the islands, which separate the lower part of Buffalo river from the ship canal. The Board of Aldermen this week voted to purchase at an appraised valuation of \$325,000. This will open up a wide basin and facilitate the handling of the big 600-footers that come inside. There is a turning basin up the river above the last grain elvtr., but the longest steamers are hardly able to go about in it, on account of the sides caving in. A movement to widen the mouth of the river has been started and when that is done and the government work of deepening the lake approach to it is completed there will be an inner harbor adequate to all needs. This outlay is needed in order to enable the port to hold its own against competitors and to get it into line with the new requirements to be made by the barge canal when that is finished in a year or so.

NEW YORK LETTER.

Jackson Bros. & Co., of Chicago, Ill., will open a branch office with David Boyd as mgr.

Henry Waite Meyer has resigned as secy. of the Produce Exchange Clearing House Ass'n.

F. V. Ketcham, 45 years of age, died recently. He was the son of the late George E. Ketcham and brother of William P. Ketcham.

The annual meeting of the Produce Exchange was held June 7 and the following officers were elected: Pres. James Ward Warner; vice-pres., R. A. Claybrook; treas., Edward R. Carhart; mgrs. for two years, Lyndon Arnold, John Gledhill, T. Ashley Sparks, W. Riemschneider, E. R. Freeman and L. W. Forbell; trustee gratuity fund for three years, Edward G. Furgess.

NORTH DAKOTA

Verona, N. D.—The Verona Grain & Fuel Co. is repairing its coal sheds.

Dodgen, N. D.—The elvtr. of the Schmidt Gulack Elvtr. Co. was destroyed by fire.

Brinsmade, N. D.—The Powers Elvtr. Co. is making improvements on its office.

Ryder, N. D.—E. E. Evans, mgr. of the Farmers Elvtr. Co., has bot a new home.

Gwinner, N. D.—A new dump and scale have been installed by the Farmers Elvtr. Co.

Finley, N. D.—The Farmers Grain & Elvtr. Co. will reorganize on a co-operative basis.

Shields, N. D.—I resigned my position with the Farmers Elvtr. Co.—M. Olson, Fostoria, Ia.

Sherwood, N. D.—The elvtr. of the Farmers Elvtr. Co. will be operated on the patronage plan.

Forfar sta. (Lansford p. o.), N. D.—M. O. Nelson is no longer agt. of the Cargill Elvtr. Co.—P. M.

Colgan, N. D.—Geo. W. Rosenau has resigned as mgr. of the Farmers Elvtr. Co. and is now farming.

Fargo, N. D.—The office of the Quinn-Shepherdson Co. has been removed to Mitchell, S. D.—P. M.

Colgate, N. D.—T. M. Connor has resigned as mgr. of the Farmers Elvtr. Co. and will move to Pillsbury.

Shepard sta. (Cooperstown p. o.), N. D.—The Farmers Elvtr. Co. is planning to reorganize on a pro rata plan.

Hamlet, N. D.—I am no longer agt. of the National Elvtr. Co. here and am now located at Barlett.—A. M. Enney.

Berthold, N. D.—Work will be started soon on the elvtr. of the Farmers Elvtr. Co. as the plans have been accepted.

Lignite, N. D.—New belting and a 15-h.p. Fairbanks-Morse Engine have been installed in the elvtr. of the Farmers Elvtr. Co.

Venturia, N. D.—The Venturia Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, Fred Rott, C. M. and Mary L. Hunn.

Starkweather, N. D.—Thos. Wylie resigned as mgr. of the Farmers Elvtr. Co. June 1 and took charge of an elvtr. at Souris.

St. Thomas, N. D.—Extensive repairs are being made on the elvtrs. of the Monarch Elvtr. Co. and the James Whelan Elvtr. Co.

Granville, N. D.—Plans for the elvtr. which the farmers will build on a new siding of the Great Northern R. R. are completed.

Valley City, N. D.—The 4th annual meeting of the North Dakota Ass'n of Mgrs. of Farmers Elvtrs. will be held in this city July 7, 8 and 9.

Stubbins, N. D.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, C. H. Wilkinson, A. D. Wells and others.

Lawton, N. D.—The Lawton Grain Co. incorporated; capital stock, \$5,000; incorporators, James Gorecke, A. J. Zeman and M. M. Van Osdel.

Pillsbury, N. D.—T. M. & Jerry Conner have bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. The former will have charge of the business.

Portal, N. D.—J. E. Carter & Sons will operate the elvtr., which they recently purchased from the Kellogg Com's'n Co., as the J. E. Carter Elvtr. Co.—X.

Halliday, N. D.—The Powers Elvtr. Co. built a 55,000-bu. elvtr. and opened it for business last November. No other elvtrs. will be built here as has been reported.—J. P. Havens, agt.

Dodge sta. (Goldenvale p. o.), N. D.—The Farmers Elvtr. Co. and the Star Elvtr. Co., of Jamestown, will build elvtrs. to be ready for the next crop.—J. P. Havens, agt. Powers Elvtr. Co., Halliday. The capacity of the elvtr. of the Star Elvtr. Co. will be 40,000 bus.

Hoople, N. D.—The elvtrs. of the National Elvtr. Co. and the State Elvtr. Co. are closed. We have painted our house.—W. J. Dorgan, agt. St. Anthony & Dakota Elvtr. Co.

Bartlett, N. D.—I have purchased the elvtr. of Turle & Co., known as the Bartlett Independent Elvtr., and will take possession Aug. 1.—A. M. Enney, formerly agt. National Elvtr. Co., Hamlet.

Coulee, N. D.—The recently incorporated Farmers Co-operative Elvtr. & Trading Co. has taken over the elvtr. of the Cullen Elvtr. Co. It will not be open for business until the new crop is ready to market.

Verona, N. D.—The elvtr. of the North Star Grain Co., containing about 3 carloads of grain, burned recently. The company will start work soon on a 30x30x50 ft. cribbed house to be built on the site of the old plant.

Luverne, N. D.—H. G. and F. I. Griffiths, formerly agt. of the Eastern Montana Elvtr. Co. at Stipek, Mont., took possession June 1 of the elvtr. which they recently bot from the St. Anthony & Dakota Elvtr. Co.

Kenmare, N. D.—The farmers and business men are discussing the erection of an elvtr. to be operated in connection with the plant of the Frontier Mlg. Co. which will be taken over by another firm. Fred W. Friis is interested.

Drayton, N. D.—Nate Upham is planning the erection of a 10,000-bu. up-to-date elvtr. on his farm, which is 5 miles east of Herrick and 6 miles south of Drayton. He will install cleaning machinery.—J. C. Stewart, Herrick sta. (Drayton p. o.).

Chaseley, N. D.—Work is progressing on the 14,000-bu. annex to the elvtr. of the F. M. Cook Elvtr. Co. A 15-h.p. Fairbanks Oil Engine and a cleaner are being installed. We are putting in a 600-bu. cleaner.—Herman Gehske, mgr. Farmers Elvtr. Co.

Hurdsfield, N. D.—The elvtr. of the Farmers Elvtr. Co. burned to the ground with a loss of about \$5,000. The origin of the fire is unknown, the flames being seen first at the top of the elvtr. The company contemplated building a new house and had already advertised for bids.

Williston, N. D.—P. E. Graslie, formerly sec'y and mgr. of the Equity Elvtr. & Trading Co., has been charged with defrauding the company by means of checks to fictitious names. Officers of the company allege that Graslie obtained between \$2,000 and \$3,000. Graslie was bound over to stand trial at the next term of district court.

OHIO

Navarre, O.—We have succeeded J. M. Hay.—Hay & Evans.

Metamore, O.—The Metamore Elvtr. Co. has installed a feed mill.

St. James, O.—I succeeded J. M. Quay & Son Apr. 1.—R. G. Quay.

Octa, O.—We have succeeded E. A. Allen.—Parker & Culberson.

Glenford, O.—I have succeeded Carnicorn & Ice.—H. R. Carnicorn.

Jaysville, O.—A. D. McCool will install a Boss Air Blast Car Loader.

Bascom, O.—I am now agt. of the Sneath Cunningham Co.—J. D. Schultz.

Selden, O.—We have succeeded N. M. Jones.—W. D. Rapp & Son, Sabina.

New Lexington, O.—A hardware firm is scooping grain here.—H. A. Lowe.

Portage, O.—M. R. Kinney is no longer agt. for the Royce & Coon Grain Co.

Williamsport, O.—Ballard B. Yates & Co. have opened their elvtr. for business.

Paulding, O.—A scoop shoveler is operating at this station.—Harlan Bros.

Swanton, O.—We have been annoyed by a firm scooping grain.—Pillid Mlg. Co.

Loudonville, O.—The Farmers Equity Exchange bot the elvtr. of the South Side Elvtr. Co. for \$4,500 and will take possession June 15.

Pemberton, O.—A corn and grain cleaner will be installed in the elvtr. of L. G. Shanely.

Tiro, O.—We are successors to the Auburn Mlg. Co.—The Co-operative Grain & Mlg. Co.

Newark, O.—We are having trouble with a scoop shoveler at this station.—Hulshizer Mlg. Co.

Upper Sandusky, O.—Bowen & Son have succeeded Bowen & Bawmonk, Mr. Bawmonk retiring.

Kirkersville, O.—Scoop shovelers are attempting to do business here.—Burton Cain, Outville.

Huron, O.—We were annoyed by scoop shovelers at this station last year.—J. Stryker & Son.

North Hampton, O.—We are installing a 35 h.p. engine and feed mill.—J. H. Frantz, Frantz & Avra.

Massillon, O.—A scoop shoveler is attempting to do business here.—Hay & Evans, Navarre.

Pleasant Corners (Grove City p. o.), O.—A scoop shoveler is scooping grain here.—Raymond Grant.

Mansfield, O.—The Richmond Hay & Crain Co. has succeeded Bahmler & Stutz.—C. A. Bahmler.

Bowersville, O.—D. L. Earley will install a corn sheller, chain feed bucket belt and an overhead dump.

Cavett, O.—A scoop shoveler has been handling some grain at this station.—Wadsworth Feed Co.

Tippecanoe City, O.—George A. Fry has been appointed receiver for the Tippecanoe Mlg. Co.—Detrick Mlg. Co.

Greenwich, O.—W. A. Knapp & Son have succeeded the Greenwich Mill & Elvtr. Co.—Watts Elvtr. Co.

Chatfield, O.—Henry D. Miller bot the property of the Chatfield Mlg. & Grain Co. at public auction for \$5,650.

Van Wert, O.—I took possession May 15 of the elvtr. of Brandt & Gilliland, that firm being dissolved.—F. D. Brandt.

Oakland sta. (Middletown p. o.), O.—This station has a man from Cincinnati scooping grain.—Oakland Grain Co.

New Salem, O.—D. L. Smith and Andrew Baker have succeeded Geo. Baker & Co. and operate as Smith & Baker.

Dayton, O.—The Durst Mlg. Co., which operates a large elvtr., recently celebrated its 50th anniversary in the grain business.

Richey sta. (Van Wert p. o.), O.—The firm of Brandt & Gilliland dissolved and I took over this elvtr. May 15.—Ira Gilliland.

Spring Valley, O.—A scoop shoveler is trying to load grain here.—F. M. Hiett, mgr. grain dep't, Spring Valley Mercantile Co.

McGill sta. (Payne p. o.), O.—We are not in the grain business, as track buyers, shovelers or elvtr. operators.—Mumma Bros.

Weston, O.—I own an elvtr. and buy after harvest. The Rural Grain Co. and John V. Dirk handle all the grain now.—Edward Baldwin.

Sedalia, O.—We are changing our power from steam to gas, putting in power dumps, automatic scales and making general repairs.—Vent & Riddle.

Custar, O.—J. W. Housman is not in the grain business at present. The Royce & Coon Grain Co. is operating the other elvtr. here.—Ad Krohn.

Marietta, O.—The American Hay & Grain Co. incorporated; capital stock, \$60,000; incorporators, E. E. Finch, F. L. and N. C. Alexander and others.

Woodstock, O.—We are the only regular grain dealers here, but there are two men who scoop some grain.—Chas. Cranston, mgr. Ohio Grain & Elvtr. Co.

Trebeins, O.—Speer & Downen were rendered a verdict of \$38,601 in a suit to recover the loss sustained when their elvtr. and mills were destroyed by fire Nov. 26, 1914, caused by a spark from a P. C. C. & St. L. locomotive.

Delaware, O.—We handled all the wheat at this station last year except 1 car which was shipped out by a scoop shoveler.—Electric Roller Mfg. Co.

Kenton, O.—I succeeded Zing Bros. & Cole, operating a 15,000-bu. elvtr. and mill, and will run same under the name of The Brick Mill. I am sole owner.—W. S. Snyder.

Rangeville sta. (Covington p. o.), O.—Mail should now be addressed to this p. o. and not to Abe, as that p. o. has been discontinued.—D. F. Hartle, agt. Myers & Pappy Co.

Willshire, O.—We will operate the 20,000-bu. elvtr. and coal sheds, which we acquired from Wilber A. Dull, as the Willshire Grain Co., taking possession June 10.—Behymer Bros.

Zanesfield, O.—I have succeeded Underwood & Peters and operate the elvtr. with my mother. A former grain dealer here has been scooping some grain.—B. F. Peters, prop. Zanesfield Elvtr. Co.

Columbus, O.—River terminals, including grain elvtrs. with every facility for loading steamboats bound for the gulf, are being erected here, work starting at once so as to be completed about Oct. 1.

Tontogany, O.—The elvtr. of J. S. Phillips was saved from destruction by fire on May 28 only by the prompt and effective work of the local fire dep't. Blaze originated from sparks from a passing engine.

Prairie Depot, O.—Cruikshank & Co. have purchased a building which they are remodeling into a warehouse and are also building concrete coal sheds. The railroad switch will be moved to accommodate them.

Fletcher, O.—The Fletcher Grain & Supply Co. incorporated; capital stock, \$30,000; incorporators, J. F. Caven, Charles Morton and others. The new company has purchased the elvtr. of the Spencer Furrow Co.

Wauseon, O.—The E. F. Hanson Co. will enlarge its newly acquired elvtr. The company is composed of Samuel L. Rice, of Metamora, former pres. of the Tri-State Grain Dealers Ass'n, John Monroe, mayor of Archbold, Eli Short, of Elmira, and Charles Humphrey, of this city.

Magnetic Springs, O.—We are considering changing the name of our firm to the Farmers Supply Co. as we are adding a lumber shed. We have also built a new office and store room and are replacing our 15-h.p. kerosene engine with a 30-h.p. gasoline engine.—W. H. Perry, prop. Magnetic Springs Grain & Coal Co.

Cleveland, O.—At the annual election of the Chamber of Commerce Mr. Bascom Little was elected pres., Myron T. Herrick, vice-pres., J. A. House, treas., and Munson Havens, sec'y. The annual membership fees were changed from \$25 per year to \$40, and the seat certificates eliminated.—L. B. Dunham, sec'y Grain and Hay Com'te.

Horton sta. (West Mansfield p. o.), O.—The Horton Elvtr., owned by W. F. Sackett and operated by Sackett & Carahoo for the past year and a half, has been sold to O. W. Carahoo, who buys the buildings, plant and half interest in the stocks, etc. The elvtr. is on the main line of the T. & O. C. Ry. and has a capacity of 25,000 bus. small grain, 6,000 bus. ear corn, a stock room 30x40 ft. for flour, feed, seeds, etc., coal bins for 225 tons. Elvtr. is of cribbed construction, steel siding and roof, heavy concrete foundation. Seven bins in main building, three bins over driveway. Fairbanks Registering Beam Wagon Scales, 1,000-bu. hopper scales for weighing into car. Boss Car Loader; wagon dump in driveway, conveyor chain to stand of elvtrs. equipped with 7x13-in. cups; Monitor Cleaner which all grains must pass over before going into bins or cars. Power is supplied by 21-h.p. gasoline engine. Stone burr for feed grinding.—W. F. Sackett.

CINCINNATI LETTER.

The newly codified rules governing the grain and hay trade have been published by the Chamber of Commerce in a pamphlet for the convenience of the trade.

The following officers were elected at

the recent annual meeting: T. C. Powell, pres., James P. Orr, 1st vice-pres., Wm. B. Melish, 2d vice-pres., Philip Morton, treas., Henry M. Brouse, sec'y, and W. C. Culkins, executive sec'y.

While Deputy Grain Inspector Jack O'Hara was inspecting several cars of grain he saw a heavy barrel in flames directly under a grain car valued at \$1,000. It had fallen from a burning rubbish heap and had rolled down a hill to that spot.

TOLEDO LETTER.

The Produce Exchange is now located on the ninth floor of the Second National Bank Bldg. The entire wood furnishings are in mahogany, including desks and all trimmings. Each grain firm is provided with a desk and a telephone.

We have reorganized and increased our capital stock to \$85,000 and are negotiating with the Terminal Belt R. R. to build a new elvtr. which will give terminal facilities to the 12 lines interested as owners of that railroad. With readjustment of rates here we need an elvtr. or two.—Pad-dock-Hodge Co.

OKLAHOMA

Ryan, Okla.—D. K. Sterrett will build an elvtr.

Quinlan, Okla.—F. E. Edwards will build an elvtr.

Davidson, Okla.—F. P. Hicks is overhauling his elvtr.

Fairview, Okla.—J. N. Voorhees Grain Co. is building an elvtr.

Altus, Okla.—We have two firms scooping grain here.—J. A. Walker.

Medford, Okla.—The 10,000-bu. elvtr. of Falkenberg Bros. has been completed.

Bartlesville, Okla.—An elvtr. will be built by J. W. Gorsuch and J. S. Bottenfield.

Grainola, Okla.—We have recently bot the elvtr. of D. J. Edwards.—Mears & Sons.

Muskogee, Okla.—The Davidson Mill & Elvtr. Co. will build several new elvtrs.

Lahoma, Okla.—The Lahoma Grain Co. has succeeded the Lahoma Grain & L. S. Co.

Woodward, Okla.—I am moving and remodeling my elvtr. and feed mill.—O. W. Cox.

Pocasset, Okla.—The elvtr. we are building will have a capacity of 25,000 bus.—Hill Bros.

Lamont, Okla.—The elvtr. of the Farmers Grain & Supply Co. is undergoing repairs.

Hinton, Okla.—Improvements are being made on the elvtr. of the Chickasha Mill & Elvtr. Co.

Tonkawa, Okla.—Mr. Hardin, of Shawnee, recently bot our plant.—Tonkawa Mill & Elvtr. Co.

Carmen, Okla.—The elvtr. of the O. W. Reeg Grain Co. has been painted.—J. T. Bales Grain Co.

Reeding, Okla.—The Kingfisher Mill Co. has built a 16,000-bu. elvtr. Geo. L. Rymer had the contract.

Lawton, Okla.—We are making repairs on elvtrs. at Devol and Chattanooga, Okla.—Lawton Grain Co.

Camargo, Okla.—The farmers will buy or build an elvtr. on the W. F. & N. W. R. R.—O. W. Cox, Woodward.

Oklahoma City, Okla.—We have made some improvements in our mill and not in our elvtr.—Acme Mfg. Co.

Ada, Okla.—The Ada Mfg. Co. has built steel tank storage, installed an oil engine and made other improvements.

Frederick, Okla.—A. D. Winsor is displacing his gasoline engine with a 20 h. p. electric motor in his elvtr. here.

Tahlequah, Okla.—We are now building our 30,000-bu. elvtr.—J. W. McSpadden, sec'y Tahlequah Mill & Elvtr. Co.

Douglas, Okla.—The elvtrs. of the Choctaw Grain Co., Randels & Grubb and Pearson & Hayton, have been overhauled and repaired.—G. W. Wells, agt. Choctaw Grain Co.

Holdenville, Okla.—W. D. Flewellen and M. E. Gilbert will engage in the grain and cotton business in the Rialto Bldg.

Adair, Okla.—Mohn & Rinker will operate their recently acquired elvtr. They will handle grain, millfeed and coal.

Lambert, Okla.—An elvtr. will be built at this station by J. H. McGrady according to report.—Cox-Henry Grain Co., Carmen.

Davidson, Okla.—M. W. Donahoo is now sole prop. of the Robey & Donahoo Grain Co. He will operate as the Donahoo Grain Co.

Hitchcock, Okla.—Chas. McIntyre has disposed of his elvtr. here and has bot an elvtr. at Renfrow.—J. H. Shepherd, Renfrow.

Vinita, Okla.—Work has been started on the new elvtr. of the R. H. Drennan Grain Co.—P. V. Suttan, agt. Oswego Seed & Grain Co.

Frederick, Okla.—The Grain Growers Co-operative Ass'n has been organized here with J. G. Eberle as pres. and W. S. Drumm, sec'y.

Shawnee, Okla.—The Shawnee Mfg. Co., operating an elvtr., suffered a slight loss from fire which started in a conveyor head in the mill.

Fairmont, Okla.—The new 10,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed.—G. W. Wells, agt. Choctaw Grain Co., Douglas.

Supply, Okla.—The farmers will form a company to buy or build an elvtr. on the W. F. & N. W. R. R. here and at Laverne.—O. W. Cox, Woodward.

Pawnee, Okla.—D. L. Harper will operate the Pawnee Mill & Elvtr. Co. this year. The plant is being overhauled and a new boiler installed in the power plant.

Carmen, Okla.—We operate elvtrs. at Gould, Duke, Augusta, Rusk, Dill City and Lone Wolf.—Cox-Henry Grain Co., successors to the Cox-Grim Grain Co.

Chattanooga, Okla.—G. G. Black, of Hollister, is building a new elvtr. The Mideke Supply Co. is furnishing a complete line of transmission machinery and belting.

Cherokee, Okla.—The Augusta Elvtr. Co., organized by E. M. Blue and Charles Gould, has bot the property of the Augusta Mill Co. and will remodel it into an elvtr.

Chickasha, Okla.—The Chickasha Mfg. Co. has let the contract for 100,000-bu. reinforced concrete storage tanks to be built at once in addition to its present plant.

Ames, Okla.—Chas. Cottar is now in Africa and is in no way connected with the Ames Mill & Elvtr. Co. We purchased his entire interest.—J. J. Hughes, Ames Mill & Elvtr. Co.

Greenfield, Okla.—E. C. Wegener, of Cashion, mgr. of the El Reno Elvtr. for several years, was married recently to Miss Rose E. Barney, sister of the mgr. of the Geary Elvtr.

Roosevelt, Okla.—H. F. Caulk will be in charge of our elvtr. which we bot from the Roosevelt Grain & Elvtr. Co. We will repaint and repair the house.—Hobart Mill & Elvtr. Co., Hobart.

Checotah, Okla.—The elvtr. of W. M. Staley, operated as the Checotah Mill & Elvtr. Co., was wrecked by a storm recently. The loss on the building was \$3,000; insurance, \$1,500.

Manitou, Okla.—The new 7,000-bu. elvtr. of A. D. Winsor, of Frederick, will be equipped with 1 leg, cleaner, shipping scale and will be operated by gasoline power supplied by the Mideke Supply Co.

Stillwater, Okla.—The Stillwater Cotton & Grain Co. has been reincorporated; capital stock, \$10,000; incorporators, George M. Thompson, pres., and J. T. Perryman, sec'y.—Stillwater Mill & Elvtr. Co.

Oklahoma City, Okla.—The loss on the elvtr. and property of C. Y. Semple, caused by fire of unknown origin, is \$56,900 on the building and about \$20,000 on the stock. The total insurance carried was \$48,000. Mr. Semple is in doubt about rebuilding. He expects to engage in the export business and will have an office here.

May, Okla.—Col. Chas. Jones is pres., Will Sells, vice-pres., and I am sec'y and treas. of the Farmers Co-operative Elvtr. Co. which will build an elvtr. and engage in the grain business.—Wm. F. Gray.

Hooker, Okla.—We will build an elvtr. as soon as we secure a site. Work is progressing on the elvtr. of the L. H. Pettit Grain Co., of Hutchinson, Kan.—J. S. Golden, sec'y-treas. Hooker Equity Exchange.

Renfrow, Okla.—Chas. McIntyre, of Hitchcock, not McIntyre Bros., of Jefferson, has taken possession of the elvtr. which he recently bot from our company.—J. H. Shepherd, sec'y Renfrow Grain & Fuel Co.

Faxon, Okla.—The erection of a 10,000-bu. elvtr. is being promoted by J. C. Pierce, W. O. Morrison and L. T. McAtee. The house will be completed to handle the new crop. Mr. Pierce and Mr. Morrison will buy grain this season.

Kremlin, Okla.—Work is well advanced on the 12,000-bu. elvtr. of the Farmers Elvtr. Co. and it will probably be completed by June 15. It will be equipped with the latest machinery, including a 11-h. p. gasoline engine.

Guymon, Okla.—The erection of the new 25,000-bu. elvtr. of J. W. Jordan has been started. It will have a pit 16 ft. deep and will be equipped with automatic scales and an oil engine. The house will be modern in every respect.

Loveland, Okla.—Work is progressing on the elvtr. of A. D. Winsor, of Frederick. The Mideke Supply Co. is furnishing all the transmission and cleaning machinery, which includes a Western Gyration Cleaner. A 6-h. p. engine has been installed.

Halko sta. (Alex p. o.), Okla.—We have installed a dump, a 4-h.p. engine, 1 set of elvtr. legs, 20 ft. high with 5x7 in. cups, to elevate wheat and shelled corn from wagon to car. We are covering the dump, legs and engine room with galvanized iron.—Alex Mill & Elvtr. Co., Alex.

Oklahoma City, Okla.—The following new members have been admitted to membership in the Oklahoma Grain Dealers Ass'n: Vera Grain Co., Vera; McCrummen & Co., Paoli; Lahoma Grain Co., Lahoma; Norman Mlg. & Grain Co., Norman, and Frank Foltz of this city.—C. F. Prouty, sec'y.

OREGON

Astoria, Ore.—Plans for the erection of an elvtr. are being prepared for the Port of Astoria Com'n.

Briedwell sta. (McMinnville p. o.), Ore.—I have purchased the elvtr. and warehouse of Horace Wood.—E. H. Hanson, formerly with Farmers Elvtr. Co., Lewistown, Mont.

Portland, Ore.—George Westgate has succeeded Will Harder in the grain dept of the Albers Bros. Mlg. Co. Mr. Harder has taken a similar position with the company at Seattle, Wash.

PENNSYLVANIA

Germantown, Pa.—Edmund F. Hanley, a grain dealer here, died recently.

Philadelphia, Pa.—The grain drier at the Girard Point elvtr. is being overhauled.

Philadelphia, Pa.—Shane Bros. & Wilson Co. have moved their offices to their plant.

Pittsburgh, Pa.—R. W. Young is an applicant for membership in the Grain & Hay Exchange.

Middletown, Pa.—The Brinser Mlg. & Feed Co. is planning the erection of a warehouse in connection with its plant.

Pomeroy, Pa.—Richard Scully is building a large grain and feed warehouse, equipped with grain cleaning and feed grinding machinery.

SOUTH DAKOTA

Milbank, S. D.—F. Croal has bot an elvtr. at this station.

Ferney, S. D.—The elvtr. of the Farmers Elvtr. Co. has been painted.

Warner, S. D.—Herman Rehfeld will build an elvtr. at this station.

Alcester, S. D.—F. J. Ryan is now in charge of the elvtr. of the Reedy Grain Co.

Marion, S. D.—An addition to the elvtr. of the Farmers Elvtr. Co. is being erected.

Raymond, S. D.—The Farmers Elvtr. Co. has been reorganized on a co-operative basis.

Nisland, S. D.—The concrete foundation has been laid for the new elvtr. of J. D. Duer.

Hillsview, S. D.—We will build or buy an elvtr. during the summer.—Farmers Equity Union.

Parker, S. D.—The Farmers Elvtr. Co. has put its new 35,000-bu. elvtr. into operation.

Zell, S. D.—The office of the Farmers Elvtr. Co. has been shingled and other repairs made.

Duxbury sta. (Mansfield p. o.), S. D.—Contract has been let for the elvtr. of the Farmers Elvtr. Co.

Hetland, S. D.—W. F. Berg, of Arlington, is now agt. of Geo. P. Sexauer & Son, succeeding J. W. Northup.

Baltic, S. D.—Automatic scales, electric motors and manlifts will be placed in both elvtrs. of the Farmers Elvtr. Co.

Sioux Falls, S. D.—The Madison Mlg. & Grain Co. has purchased additional land and will probably erect a new building.

Hecla, S. D.—The Hecla Co-operative Elvtr. Co. has substituted a cistern and pump in place of the cooling tank to cool its engine.

Columbia, S. D.—The Farmers Elvtr. Co. has built an addition to its elvtr. to store flour. The residence of the mgr. has been remodeled.

Vebien, S. D.—Farmers Grain & Fuel Co. incorporated; capital stock, \$15,000; incorporators, Martin T. Nelson, H. J. Hanson and J. D. Hill.

Brookings, S. D.—George P. Sexauer & Son Co. incorporated; capital stock, \$250,000; incorporators, George P., Elmer H. and Laura E. Sexauer.

Morristown, S. D.—Morristown Equity Exchange incorporated; capital stock, \$10,000; incorporators, John McDonald, O. V. Olson and G. E. Anderson.

Labolt, S. D.—Samuel Johnson has resigned as mgr. of our company and has been succeeded by W. G. Wilkinson, of Hopkins, Minn.—Farmers Grain & L. S. Co.

White Lake, S. D.—The elvtr. of the Traders Grain Co. has been purchased by the White Lake Mlg. Co. The company is now using it as a warehouse but will engage in the grain business Aug. 1.

Gallup, S. D.—The Farmers Elvtr. Co. has incorporated with a capital stock of \$10,000 and will build an elvtr. on the Milwaukee R. R. to handle the new crop. C. E. Quimby is pres., L. E. Chase, vice-pres., Lee Titus, sec'y and B. L. Churdan, treas.

SOUTHEAST

Augusta, Ga.—A. J. Martin is interested in a proposition to erect a grain elvtr., flour and feed mill.

Tampa, Fla.—J. A. Wallis, formerly a member of Wallis Scott Com'n Co., is now with Mendenhall & Mendenhall.

Atlanta, Ga.—James Harris Everett, 65 years of age, a prominent grain and feed dealer for the past 27 years, died recently.

Newport News, Va.—The Southern Feed Co. has been chosen as the new name for the Dabney Brokerage Co., as the company handles poultry feeds principally.

Gainesville, Fla.—I contemplate engaging in the grain business and am looking into the establishment of a small grain drying and storage equipment.—F. E. Dennis.

Green Spring, Va.—J. M. Lamp lost his storage elvtr. and stone mill, containing about 100 bus. of wheat and considerable corn, feed and flour, by fire caused by lightning recently. Loss, \$4,000.

Tampa, Fla.—J. L. Haguewood, of Ruthersford, Tenn., has acquired an interest in the Spence Brokerage Co. New offices have been secured. Leonard Selz, who has been with the company for the past 4 years, has engaged in business on his own account.

TENNESSEE

Greenwood, Tenn.—The mixing plant of the Greenwood Mill & Elvtr. Co., which cost almost \$7,000, will be sold by W. L. Talley, receiver in bankruptcy.

TEXAS

Dallas, Tex.—The Dallas Grain & Seed Co. is out of business.—S.

Leonard, Tex.—Black & Braly have completed a 50x100 ft. warehouse.

Krum, Tex.—Work is progressing on the new elvtr. of the Bewley Mills.

San Angelo, Tex.—The Easton Grain Co. is installing a 10,000-bu. steel bin.

Olney, Tex.—An elvtr. is in course of construction on the Wichita Sou. R. R.

Waxahachie, Tex.—Broadhead & Chapman are building a 150x150 ft. warehouse.

Quanah, Tex.—I have engaged in the grain and cotton business.—W. R. DuPuy.

Temple, Tex.—C. W. Baird has built a 46x86-ft. warehouse for feed and storage.

Yorktown, Tex.—We have no grain elvtr. and are not grain dealers.—Laas-Jersig Co.

Snyder, Tex.—A grain elvtr. and cotton press will be established here this summer.

Brady, Tex.—One or two new firms will probably engage in the grain business here.—W. R. Rice.

Newcastle, Tex.—An 8,000-bu. elvtr. will be built by Cosburn & Terrell. Plans have been prepared.

Palestine, Tex.—J. H. Pearlstone will put in a mixed feed plant and will probably install another mill.

Clarendon, Tex.—The Clarendon Grain Co. will probably build a new elvtr. and install a corn shelling outfit.

Amarillo, Tex.—The Panhandle Grain Co. bot the elvtr. of the Star Mill & Elvtr. Co. and will take possession July 1.

Knox, Tex.—We have succeeded S. Edwards and are the only grain dealers here.—J. H. Davis, J. H. Davis Elvtr. Co.

Donna, Tex.—A co-operative elvtr. company will be organized to build a 10,000-bu. elvtr. and a 4,000-bu. corn sheller.

Frisco, Tex.—The West Collin Grain Co., with F. P. Shrader as mgr., has engaged in the grain business. It has no elvtr.

Megargel, Tex.—Our 10,000-bu. elvtr. is now under construction.—J. S. Criswell, mgr. Graham Mill & Elvtr. Co., Graham.

Beaumont, Tex.—The McFaddin-Weiss-Kyle Rice Mlg. Co. has been declared not bankrupt by Special Referee S. B. Cooper.

Sanger, Tex.—J. B. Wiley, who is in the grain business here, and Mr. Henderston, will build a flour mill at Daingerfield.

Celina, Tex.—We will build an 80x100-ft. concrete warehouse to cost about \$10,000.—B. F. Smith, mgr. Celina Mill & Elvtr. Co.

Gainesville, Tex.—Keel & Son have wrecked the Santa Fe Elvtr. and are building a 50,000-bu. cribbed addition to their house.

Farwell, Tex.—The Panhandle Grain & Elvtr. Co., of Amarillo, will build a 10,000-bu. elvtr., coal bins and an 18x75-ft. warehouse.

Britton, Tex.—We have bot the elvtr. of the Manfield Grain & Elvtr. Co. and are overhauling it.—Wm. J. Spencer, Spencer & Short.

Stratford, Tex.—H. Altringer is building a 10,000-bu. addition to his elvtr. and 300-ton coal bins. He will also install an automatic scale.

Nacogdoches, Tex.—We have completed our 35,000-bu. elvtr. and mill and will commence operation at once.—Nacogdoches Elvtrs. Co.

Dallas, Tex.—We have succeeded the Knight-Steger Grain Co. The capital stock has been decreased from \$20,000 to \$15,000.—Knight Grain Co.

Westover, Tex.—We contemplate putting in a loading rack with the expenditure of about \$500.—J. S. Criswell, mgr. Graham Mill & Elvtr. Co., Graham.

Chillicothe, Tex.—Work is progressing on the new 50,000-bu. elvtr. of the Orient Mlg. Co. The capacity of the mill is being increased to 400 barrels.

Burkburnett, Tex.—A large elvtr. will be built by the Wichita Mill & Elvtr. Co., of Wichita Falls. A 350,000-bu. concrete elvtr. was recently completed here.

Denton, Tex.—We are not connected with the Denton Grain Co. which recently incorporated and will operate on a scoop shovel basis.—Denton Mlg. Co.

J. H. Connell, pres. of the Texas division of the Southern Cotton Ass'n, is urging the members to open their warehouses to farmers for the sheltering of grain.

Killeen, Tex.—T. H. Adams and G. A. Jackson have formed a company under the name of Adams & Jackson and will engage in the grain business. They may build an elvtr. later.

Fort Worth, Tex.—Harry Johnson, mgr. of the branch office here of the Hall-Baker Grain Co., of Kansas City, Mo., is an applicant for membership in the Grain & Cotton Exchange.

Texhoma sta. (Texhoma, Okla. p. o.), Tex.—N. G. Rardin has purchased an interest in the firm of J. E. Patton and the business will now be conducted under the name of the Patton-Rardin Grain Co.

Glazier, Tex.—The recently formed Glazier Mill & Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, J. F. Johnson, A. V. McQuiddy and O. L. Girdner. The 20,000-bu. elvtr., which the company is building, will be completed soon.

Graham, Tex.—We will improve our plant, installing additional rolls, dust collectors and equipment to handle and chop maize and kafir corn. The damage to our plant by tornado recently was \$500, which was fully covered by insurance.—J. S. Criswell, mgr. Graham Mill & Elvtr. Co.

Fort Worth, Tex.—The A. B. Crouch Grain Co. and the Fort Worth Grain & Elvtr. Co. have been consolidated and the business is now operated under the latter name. We are building a 60x100-ft. addition to our warehouse which will be completed to handle this year's crop.—A. B. Crouch Grain Co.

Vernon, Tex.—Fire of unknown origin destroyed the Anderson Elvtr., operated as an auxiliary plant by the Kell Mlg. Co., together with 20,000 bus. of maize and 2,000 bus. of oats. The building was insured for \$5,000 and the grain for \$20,000. The company is building a 30,000-bu. concrete elvtr. and a 5,000-bbl. concrete warehouse. B. J. Carrico has the contract for the elvtr. and the Burrell Engineering and Construction Co. for the warehouse.

Stamford, Tex.—The fire at our plant Apr. 16 was confined to our warehouse in which we stored threshed maize heads for the purpose of grinding them up and using them as a base for our molasses feed. This warehouse was 54x90 ft. with a 20-ft. wall and covered entirely with galvanized iron. The frame of the new building replacing the old one and slightly larger is now up and in a few days our plant will again be in full operation. We never entirely stopped making our molasses feed as that part of the plant was not injured but we have been badly hampered for stock.—Stamford Mill & Elvtr. Co.

GALVESTON LETTER.

The Sunset Elvtr., now being built by the Southern Pacific Terminal Co., will be completed June 20.—S.

R. L. Cole, grain dealer at Krum, was elected 1st vice-pres. and E. T. Coleman, grain dealer at Shipley, was elected sec'y-treas. of the Texas Coal Dealers Ass'n.

Machinery is being installed in the new Southern Pacific Elvtr. and the house will be ready for operation by June 15. Four grain exporting firms have been negotiating with the railroad company for a lease of the plant.

UTAH

Eureka, Utah.—A fireproof elvtr. will be constructed of steel and concrete by J. W. Knight.

Lehi, Utah.—The roof is being placed on the 5 compartment concrete elvtr. for George G. Robinson, prop. of the Lehi Mill & Elvtr. Co. There are 4 tubes resting on a cement base 6 ft. thick. Each tube is 20 ft. in diameter, 40 ft. high.

WASHINGTON

Seattle, Wash.—The elvtr. of the Port Com's'ners will be in operation by July 1.

Chambers, Wash.—Chambers Warehouse Elvtr. & Mercantile Co. incorporated; capital stock, \$4,000; incorporators, Wm. Wilson, F. Stearns, J. B. Glover and C. H. Kincaid.

Seattle, Wash.—Testimony was taken recently before the Public Service Com's'n on the protest of the Merchants Exchange against the imposition of a \$2 car diversion fee on grain and hay by the railroads.

Bridgeport, Wash.—The Bridgeport Milling Co. has recovered judgment against the Columbia & Okanogan Steamboat Co. for unreasonable delay in transporting wheat from Alameda to Bridgeport, a distance of 35 miles. The boat line was the only means of transportation, and the line neglected moving the grain for a whole year, altho, before establishing the wheat buying station, the milling company had contracted with the boat line for the necessary transportation.

WISCONSIN

Cedar Grove, Wis.—An elvtr. will be built by the Equity Society.

Sharon, Wis.—Lilley & Dangerfield bot the elvtr. of Lilley & Chester for \$18,000.

New Richmond, Wis.—Improvements will be made in the plant of the New Richmond Roller Mills Co.

Denmark, Wis.—Joseph C. Paral, who has been agt. of the Cargill Grain Co. for several years, has resigned.

Mosling, Wis.—The Eureka Equity Produce Co. will remodel its elvtr., installing a wagon scale, grain cleaner and other machinery.

Madison, Wis.—The Budlong bill has been concurred in by the senate. This bill provides that the filing time shall be recorded on telegrams.

New London, Wis.—Work has been started on the 30x38-ft. elvtr. of La Marche & Gorges. A feed mill will be added to replace the one burned last winter.

Chaseburg, Wis.—The Farmers Co-operative Co. operates a warehouse. I am pres., Lewis Knutson vice-pres., O. M. Galstad sec'y and treas.—H. G. Anderson.

Edmund, Wis.—Oliver Bros. are out of the grain business and T. C. Oliver is on a farm. Henry Harris handles grain here. I expect to handle feed in the near future.—Roy W. Gibson.

Rhineland, Wis.—G. D. Williams, mgr. of the Osceola Mlg. Co., was bitten by a rat which attacked one of the company's employees. He is desirous of being very careful as his father died in 1903 from a rat bite.

MILWAUKEE LETTER.

Charles A. Krause, pres. of the Chamber of Commerce, has gone to California with his family.

Herman C. Ladish, father of Herman W. Ladish, sec'y-treas. of the Ladish-Stoppenbach Co., died recently.

Albert E. Holstein, of the Mohr-Holstein Com's'n Co., was married recently to Miss Nina Lindberg at Waukegan, Ill.

Ray S. Greenwood has resigned his position with the inspection dept. of the Chamber of Commerce to become an automobile salesman.

E. G. Hadden & Co. will open their cash grain dept. July 1. Herbert L. Hadden became a member of the Chamber of Commerce last month.

A. A. Breed was reappointed grain inspector, Frank F. Clapp chief weigher and B. K. Miller, trustee of the gratuity fund at a recent meeting of the directors of the Chamber of Commerce.

No details regarding the proposed elvtr. of the C. & N. W. Ry. Co. appear to be available either as to plan of construction or location, but there is no longer any doubt that the elvtr. will be built.—H. A. Plumb, sec'y Chamber of Commerce.

The Chamber of Commerce Clearing Ass'n has filed notice of dissolution as a corporation. This is a portion of the plan of reorganization. It is not a part of the Chamber of Commerce, but all its members are members of the Exchange.

A meeting of the creditors of Charles F. Glavin, bankrupt grain shipper, was held June 4 and his real estate disposed of. Ancillary proceedings relative to his membership in the Chicago Board of Trade have been authorized by Thomas C. Weston, trustee.

The Chamber of Commerce has protested by letter to Genl. Dan C. Kingman, Chief of Engineers of the United States Army, against the proposed depth of 24½ ft. of the fourth lock of the Soo Canal. Milwaukee in common with other lake ports believes that the depth of water should be equal to that of the new Welland Canal which the Canadian Government is giving a depth of 30 ft.

WYOMING

Sheridan, Wyo.—The plant of the J. W. Denio Mlg. Co. was slightly damaged by fire June 4.

Burns, Wyo.—The elvtr., formerly operated by the Overland Cereals Co. has been sold to a company at Denver, Colo. B. F. Schmoker is mgr.

Seeds

VERSAILLES, KY.—Isaac Wingate, seed dealer, died recently.

ATLANTA, GA.—J. H. Everett, Sr., of the Everett Seed Co., died May 22, aged 65 years.

EVERETT B. CLARK SEED CO., E. Jordan, Mich., is arranging to enlarge its seed warehouse.

GRAND JUNCTION, COLO.—Seed cleaning machinery will be installed by W. L. Burgess and the Grand Junction Seed & Nursery Co.

J. O. JOHNSON, Chicago, Ill., has registered the word Velour, Ser. No. 85,275, as a trade-mark for his brand of lawn seeds, claiming use of the word since Mar. 15, 1915.

OSHKOSH, Wis.—The Wisconsin Seed & Fertilizer Co. has been incorporated at this city by Carl Rowecamp, Henry Rowecamp and A. Ross. The capital stock is \$1,000.

TOLEDO RECEIVED 46 bags of alsike during May, 1915, compared with 142 bags for the corresponding month of 1914; shipments were 70 bags compared with 62 bags a year ago.

THREE CARLOADS of seed dealers and their friends have already made reservations on the seed trade special train leaving Chicago at 8:05 p. m. June 10 for the exposition at San Francisco.

DENVER, COLO.—The Pioneer-Haines Seed Co. has been formed by consolidating the Pioneer Seed Co. and the Haines Seed Co., with Frank A. Holden, pres.; Robert G. Freund, vice-pres., and Rufus Brown, treas. W. T. Whitehead has retired.

WICHITA, KAN.—There was a larger acreage of corn planted this year than last but on account of the heavy rains which have washed out or covered up the seed there is being quite a demand for cane seed, kafir corn and feterita to replant the fields that were in corn as it is now late for corn. We have plenty of seed to meet the demand. We have had a large sale of Sudan grass which is practically a new thing for this country. It is a great forage crop and makes a very large yield. A large acreage of the first crop of alfalfa has been damaged by the heavy rains and we do not expect as much to be left for seed as has been heretofore unless it turns exceedingly dry.—Marlow Seed Co.

AMES, IA.—A machine to increase the percentage of germination of hard coated seeds, such as clover, has been constructed by the Iowa State Agricultural College. It consists of a flattened spout curved upwards and back on itself in ring shape, and lined with No. 2½ garnet sandpaper, against which the seed is blown from a supply hopper by a fan. The machine measures 5x4x2 ft., and requires 5 h. p., handling 50 bus. per hour of sweet clover seed. Seed which germinated 40 per cent before will grow 80 per cent or more after sandpapering. The Iowa Experiment Station has given its patent right to the public and anyone may build the machine.

W. H. GRENELL, seed dealer and grower of Saginaw, Mich., and Pierrepont Manor N. Y., died of heart failure on May 19 at his New York home. Mr. Grenell suffered with cancer since last fall and was recently treated with radium at Baltimore. He was born at Pierrepont Manor Jan. 26, 1846, and began his seed career in 1873. About 20 years ago his seed business was moved to Saginaw, Mich., where it will be continued under the present management. Mr. Grenell had many other business interests, among which was a 1,000-acre farm for breeding blooded cattle and a directorship of the Citizens Nat'l Bank of Adams, N. Y. Funeral was held May 22, with interment at the Village Church Yard, Pierrepont Manor.

THE GREATER part of the hairy vetch seed, used in the United States, has been imported from Russia and Germany, the annual importations increasing from less than 100,000 pounds in 1906 to over 2,000,000 pounds in 1914. On account of the conditions resulting from the European war only 179,000 pounds of seed were imported between November 1, 1914, and May 15, 1915, and there seems to be little prospect of more coming in before seeding time this fall. Farmers who have hairy vetch growing are urged by the specialists of the U. S. Department of Agriculture to save their own supply of seed this year so they may be able to continue the use of this valuable crop. It is not to be expected, however, that prices higher than those of last year will be obtained, as the high price of the seed under normal conditions in recent years has been the chief factor in limiting the use of hairy vetch in the past. In harvesting the seed crop it should be cut with a mowing machine when the oldest pods are fully ripe. The wheels of the mower, as well as the horses, must not be allowed to pass over the cut vetch, as otherwise much of the seed will be shattered out. As the pods break open readily when dry, the greatest care should be taken in curing and handling to avoid loss of seed. It can be threshed with an ordinary grain thresher by lowering the concaves sufficiently to avoid cracking the seed.

WASHINGTON, D. C.—The British foreign office on June 2 notified the State Department that it would not interfere with shipments of beet seed if the seed is unobtainable elsewhere. If this concession can be granted one kind of seed, why not to other seeds, such as grass seeds, on a proper showing of necessity?

Clover Seed Movement in May.

Receipts and shipments of clover seed at the various markets during May, 1915, compared with May, 1914, were as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Milwaukee, lbs.....	97,093	9,440	.....	60,000
Chicago, lbs.....	35,000	210,000	188,000	344,000
Toledo, bags.....	1,265	1,116	1,154	2,126
Cincinnati, bags....	564	989	1,617	2,731
New York, bags.....	.....	.....	410	.....

Timothy Seed Movement in May.

Receipts and shipments of timothy seed at the various markets during May, 1915, compared with May, 1914, were as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Chicago, lbs.....	1,101,000	828,000	1,727,000	888,000
Milwaukee, lbs.....	212,640	90,000	116,110	30,000
New York, bags....	3,467	.....	.....	.....
Toledo, bags.....	135	602	904	3,111
Cincinnati, bags....	13	643	583	1,630

Flaxseed Movement in May.

Receipts and shipments of flaxseed at the various markets during May, 1915, compared with May, 1914, were in bus. as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
New York.....	1,447,193	.....	.....	.....
Winnipeg.....	154,775	811,800	.....	.....
Duluth.....	128,869	230,480	414	472,525
Minneapolis.....	76,800	138,800	21,240	31,190
Kansas City.....	5,000	3,000	7,000	.....
Chicago.....	4,000	116,000	2,000	1,000
Milwaukee.....	1,654	27,830	.....	.....

COUNCIL BLUFFS, IA.—Seed cleaning machinery will be installed by the Shugart-Ouren Seed Co.

From the Seed Trade.

NOWATA, OKLA.—So far there is no shortage of seed in this part of the country but owing to so much rainy weather most of the farmers have to replant their kafir, cane and Feterita. Kafir corn, wheat and oats are the main crops here. Feterita made a big hit here last year but most of the farmers like kafir the best and are making it the main crop this year, less corn is being planted from year to year, for this reason, we have had several continuous failures here on it. The dry weather in July and August will not permit it to mature.—Lanning's Seed House.

TOLEDO, O.—In spite of the general advance in clover seed prices during June the low for the entire June-July-August period is usually made in the bridal month, in fact six of the past ten years show a "June low." Three years the low spot came in July. One year it was in August. By a curious coincidence the high also came in August that year, which can be readily understood when we recall that it was in 1908, when the enormous crop promise began to be fully realized during the dog days. Prices slumped from \$8.95 to \$6.00 in August that year. Without exception the high price for the three-months period is reached in August. This is the critical time of the crop-making season, with just enough actual damage, or enough fear of damage, to put prices up to the highest point.—Southworth & Co.

[Continued on Page 834.]

Write for this Book

If You Want To Turn Your Wheat Into More Money

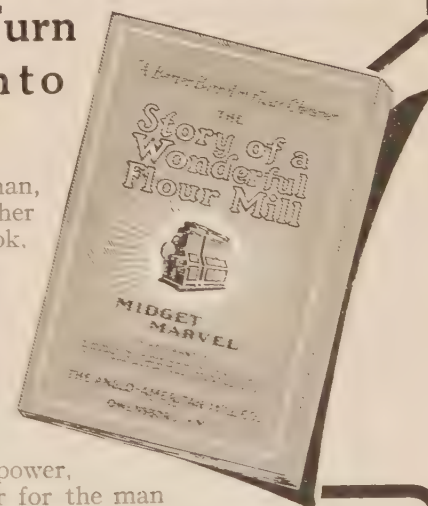
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OWENSBORO, KY.

SEE THE "MIDGET" RUNNING AT SAN FRANCISCO CONVENTION
Palace of Food Products Building, S. E. Corner Court Place

Grain Carriers

CHESAPEAKE & OHIO RY. has placed orders for 75 new locomotives within the last 2 weeks.

The Philadelphia & Reading Ry. Co. has lifted its embargo against grain shipments to Port Richmond.

THE MOBILE & OHIO RY. has provided a new thru rate for grain, 1c lower than the old rate, from Memphis, Tenn., to Tampa, Fla.

RULES GOVERNING claims for grain lost in transit are covered by a new tariff of the T. & Ohio Central, effective June 8, I. C. C. 2315.

INTERSTATE COMMERCE COM'S'N has scheduled the export grain case for hearing at Chicago on July 19 before Examiner Kelly.—P.

INTERSTATE COMMERCE COM'S'N will hold a hearing at Des Moines, Ia., July 31 with reference to rates on grain into and out of Des Moines.

FOREIGN BUILT VESSELS, admitted to American registry since enforcement of the act of Aug. 18, 1914, numbered 147 with gross tonnage of 518,858, on May 29, 1915.

UNITED STATES Supreme Court has annulled the Kansas statute allowing attorneys' fees to shippers in suits for damages by reason of failure of carriers to furnish cars.

PENNSYLVANIA RY. has issued list 21 of freight tariff publications relating to movement of grain from stations on the Fort Wayne Route to other points in C. F. A. territory.

INTERSTATE COMMERCE COM'S'N will hear evidence at Washington, D. C., July 6 and 7 relating to grain and grain products, including estimated weights on barrels of flour.

GROSS EARNINGS of the Santa Fe Ry. for 10 months ended April 30 show an increase of \$5,153,032 compared with the same period of 1914, showing no need to increase rates.

INTERSTATE COMMERCE COM'S'N has decided that the Spokane, Portland & Seattle Ry. must give up the Dalles, Portland & Astoria Navigation Co., because it "does and may compete with rail lines."

A CARGO of 20,000 bus. of corn and oats from Metropolis, Ill., was received recently at Nashville, Tenn., and additional shipments of western grain are expected at 5 to 6c for 100 lbs. less than the rail rate.

THE COMMISSION has scheduled for hearing at Sioux City, Ia., on July 19, before Examiner Wood, the case involving rates on grain to the southwest, and the case of the Iowa-Dakota Grain Co. vs. the Illinois Central Railroad.—P.

GOLECAMPT MILLING Co., Ironton, O., has complained to the Interstate Commerce Com's'n of the Norfolk & Western's advance on grain in carloads to points in Virginia and West Virginia. The advances amount to from 1c to 1 9/10c per 100 lbs.

INTERSTATE COMMERCE COM'S'N, in deciding the complaint of Dewey Bros. Co., grain dealers of Blanchester, O., against the B. & O. Ry., says the rate of 18c on bran and middlings from Beardstown, Ill., to Ravenswood, W. Va., is not unreasonable, and the complaint was dismissed.

INTERSTATE COMMERCE COM'S'N has held that the transit charge of 1 1/4c per 100 lbs. on ex-lake corn at Geneva, N. Y., moving from Buffalo, is neither unreasonable or unjustly prejudicial.

M. C. PETERS MILL Co., Omaha, has asked the Interstate Commerce Com's'n for transit privileges and reasonable rates on mill feed. The rates from Montana on syrup and molasses refuse are also attacked.—P.

INTERSTATE COMMERCE COM'S'N has decided that the rates of the I. C. Ry. from Evansville, Ind., and Henderson, Ky., to Mississippi Valley points are reasonable, and has decided against W. H. Small & Co., Evansville, who complained of the rates.

THE BURLINGTON RY. has suspended the effective date for cancellation of rates on interstate traffic in connection with the Chicago & Ill. Western; Chicago Short Line; Chicago, West Pullman & Sou.; Ill. Nor., and the Ill. Term. Rys., until July 15.

SHIPPERS of 15 Mississippi River towns have organized the River Terminal Ass'n to provide docking and terminal facilities for barges, believing that with the general use of the Panama Canal an all-water route can be utilized to South America and Pacific points.

THE SANDUSKY GRAIN Co., Sandusky, Mich., and the Bad Axe Grain Co., Bad Axe, Mich., have brot suit against the P. M. Ry., charging that rates on grain to Chicago on the Port Austin division are 12% higher than the rates on the Port Huron & Saginaw division.

THE HOLLAND-AMERICAN liner Ryndam, loaded with 266,000 bus. of corn and other foodstuffs from New York for Rotterdam, collided on May 26 with the Jos. J. Cuneo near the Nantucket Shoals lightship. Much of the cargo, intended for Belgian relief, was destroyed.

THE HEARING of the Interstate Commerce Com's'n at Baltimore, in which it was asked that western carriers be prohibited from discontinuing the present system of stopping cars in transit for unloading or partial unloading, has been closed, and a decision is expected before Sept. 1.

THE TARIFF calling for demurrage on export grain at Galveston, Tex., has been cancelled by the Interstate Commerce Com's'n. This automatically restores the old tariff, providing unlimited free time on such grain, and also cancels the \$200,000 of accrued charges which were in dispute.

MINIMUM WEIGHT on wheat, rye, corn and barley, when capacity of car is not marked, will be advanced by the C. & N. W. Ry. to 30,000 lbs., effective June 22, except on shipments of grain and seeds received from connecting lines in the original car, or where billing shows car-to-car transfer. In such instances the minimum carload weight applied by the carriers making delivery to the C. & N. W. will be applied from point of origin to destination.

NEGLIGENCE in towing the steamer Matthew Andrews with 340,000 bus. of grain in the Buffalo River, gave the owners judgment for damages against the steam tugs Mason and Cascade. The steamer had been anchored in the lake during the winter and was towed without steam and its rudder lashed to the elevator. Altho the channel was 325 ft. wide the current was too strong. The court held that the tug is presumed to know the channel and the currents.

DOMINION RAILWAY COM'S'N heard application of Canadian carries at Winnipeg on May 25 asking for 6/10c per bushel increase in rates on grain from Port Arthur, Fort William and transfer points on the Georgian Bay and Lake Huron. If application is granted it will not affect export grain.

Complaint of discrimination in favor of Cairo against Memphis, Henderson and Evansville will be filed by C. B. Stafford, commissioner of the grain and hay traffic bureau of the Memphis Merchants Exchange before the Interstate Commerce Commission against the Illinois Central and 12 other roads.

DELEGATES of South and Central American countries met on May 26 at Washington, D. C., to discuss with American capitalists the possibilities of organizing a gigantic steamship corporation to insure rapid, regular and safe transportation between the American continents. No definite action was taken.

THE WATERWAY BILL of Illinois, having passed the House and Senate, is waiting for the signature of Gov. Dunne. The bill will become a law July 1 and the Governor believes that a month later actual construction work will be started. It is hardly possible, however, that any of the state's 1915 crops will move south by the all-water route.

INTERSTATE COMMERCE COM'S'N, in the complaint of Meech & Stoddard, Middletown, Conn., against the Grand Trunk Ry. of Canada, has found that the carrier unjustly discriminates against Middletown in refusing to maintain joint thru rates on ex-lake grain from Georgian Bay to that point, while maintaining such rates to other New England cities.

FINDING of the Interstate Commerce Com's'n, in the complaint of Gray & Smith, Wooster, O., against the Pennsylvania Ry., says that where reparation is sought because of the loss of milling-in-transit service due to misrouting, the final destination of shipment must be shown in order to establish the fact and amount of damages. Complaint was dismissed.

WESTERN CARRIERS are fighting a bill now before the Illinois legislature, the passage of which would limit freight trains in the state to 50 cars. The roads insist that such a measure would cost the railroads of the state \$7,500,000 annually, and point to the fact that tho the proposition has been before the legislatures of 24 states, Arizona is the only one with such a law on its statute books.

THE INTERSTATE COMMERCE COMMISSION recently issued the following conference ruling: Upon inquiry and to remove the confusion that exists among carriers and shippers it is held that demurrage and storage in transit are controlled by the tariff in effect when the initial movement begins; that demurrage on outbound shipments is controlled by the tariff in effect when the car is actually set for loading; that demurrage and track storage at destination are controlled by the tariff in effect when the car is actually or constructively set for unloading; and that off-track storage by a carrier at destination, in its warehouse or otherwise, is controlled by the tariff in effect at the time such storage begins.

SPANISH PEANUTS are being introduced at Osborne, Kan., by F. B. Denman of the First National Bank, who has distributed 100 lbs. of seed to farmers.

Changes in Rates

AS SHOWN by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

M. K. & T. in Sup. 6 to 4465-A quotes rates on grain and grain products from stations in Kan. and Mo.; to Okla. points, effective June 24.

P. C. C. & St. L. in 21 quotes rates on grain from stations in Pa., O., Ind., and Ky., to other points on the P. C. C. & St. L. Ry., effective at once.

M. K. & T. in Sup. 7 to 4106-D quotes rates on grain, grain products and seeds from stations in Ia., Kan., Mo., and Neb.; to points in Ark., Miss., and La., effective June 24.

Mo. Pac. in Sup. 14 to 1432-B quotes rates on grain, grain products, seeds and seed products from stations in Ia., Kan., Mo. and Neb.; to points in Ark. and Mo., effective June 23.

C. B. & Q. in Sup. 5 to 849-E quotes rates on grain and grain products in carloads from stations in Ill., Ia. and Mo., to Atlantic seaboard, interior and Canadian points, effective June 1.

C. B. & Q. in Sup. 23 to 4000-B quotes rates on grain and grain products from Chicago, St. Louis, St. Paul, Minneapolis, Winona and La Crosse, to stations in Ia. and Mo., effective June 15.

C. B. & Q. in Sup. 27 to 1218-B quotes rates on grain and grain products from stations in Kan., Neb. and Colo., to Brookport, Ill., Evansville, Ind., Memphis, Tenn., and New Orleans, La., effective June 10.

Mo. Pac. in Sup. 13 to 2354 quotes rates on wheat, corn, oats, rye, barley and corn chops from Council Bluffs, Ia., Omaha and Nebraska City, Neb.; to stations in Colo., Kan., Mo., Neb. and Okla., effective June 23.

C. & E. I. in Sup. 40 to 622-A quotes rates on grain, grain products, broom corn and seeds from stations on the C. & E. I. Ry. in Illinois, including Cairo via M. & O., to other stations in the same state, effective June 19.

M. K. & T. in Sup. 4 to 5550-B quotes rates on grain, grain products and seeds from its stations in Kan. and St. L. S. W. stations in Mo. and Ark., also Nevada, Clinton and Sedalia, Mo.; to Pine Bluff, Ark., effective June 24.

C. R. I. & P. in Sup. 7 to 19690-F quotes rates on grain, grain products, seeds, broom corn and corn husks from stations in Colo., Ia., Kan., Mo., Neb., N. M. and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss. and Mo., effective June 17.

C. B. & Q. in Sup. 4 to 849-E quotes rates on grain and grain products from stations on the C. B. & Q. in Ill., Ia. and Mo., and from stations on the C. A. & DeK., R. I. S., and Galesburg and Great Eastern Rys., including Victoria, Ill., to Atlantic seaboard, interior, and eastern Canadian points, effective June 1.

C. & E. I. in Sup. 35 to 622-B quotes rates on grain, grain products and seeds from stations on the C. & E. I. Ry., to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., O., Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and points in Can., effective June 19.

C. R. I. & P. in Sup. 10 to 29329-A quotes rates on grain, grain products and seeds from Armourdale, Atchison, Fort Leavenworth, Leavenworth, Kan., Council Bluffs, Ia., Kansas City, St. Joseph, Sugar Creek, Mo., Omaha, Neb., and stations in Mo., on the C. R. I. & P. and C. B. & Q. Rys., to stations in Ill., Ind., Ia., Minn., Mo., S. D. and Wis., effective June 25.

St. L. & S. F. quotes a rate of 27c on corn, oats, rye and barley between St. Joseph, Kansas City, Mo., Atchison, Leavenworth, Kan., Council Bluffs, Ia., Nebraska City and Omaha, Neb.; and Ackerman, Miss. (when destined to east or south); 12c on corn and 13c on wheat between Perryville, Mo.; and Memphis, Tenn.; and 21c on wheat and 19c on corn between Perryville, Mo.; and New Orleans, La., effective June 22.

Nor. Pac. quotes a proportional rate of 7.5c on corn, barley, elevator dust, grain screenings, malt, malt sprouts, mill refuse, oats, oat clips and hulls, rye, kafir corn and spelt from Duluth, Minn., and Superior, Wis.; to Peoria, Ill. (when destined to points east of western terminal of trunk lines); and 9.5c to Peoria, Ill., proper; also 8.5c on unground wheat, oat, corn, rye and barley screenings; 10c on flax bran, shives and refuse and a proportional rate of 10c on wheat, buckwheat, millet and flaxseed, flaxseed hulls and screenings

from same points; to Peoria, Ill., effective May 30.

THE UNITED STATES' balance of trade against the remainder of the work world will be \$1,000,000,000 for the year, against an unfavorable balance of \$55,000,000 last year, according to E. E. Pratt, chief of the Bureau of Foreign and Domestic Commerce.

SCARCITY of harvest hands last year caused 7 western states, including Oklahoma and Kansas, to unite recently in a publicity campaign. The first accomplishment was the organization of a free employment bureau. The man in charge of the bureau evidently "made good." On May 31 Gov. Williams of Oklahoma ordered out the militia at Enid to persuade 300 disappointed "hands" to leave the city and vicinity.

Baltimore

Will have another Big

HESS DRIER

—this time at the new Port Covington Export Elevator of the Western Maryland Railroad.

It is seldom that a **Chamber of Commerce** will take the trouble to investigate and report on driers, but in this case it sent a committee to several cities to look up Driers.

As usual—the Hess was preferred and recommended—and the railroad has bought it.

This makes three big Hess Driers at Baltimore, the B. & O., Railroad Export Elevator at Locust point, the Northern Central Railroad Export Elevator at Canton, and now, the Western Maryland at Port Covington.

Hess-Dried Corn

is

Best Dried

The records and the repeat orders for Hess Driers prove it.

A brand new Catalogue, also a list of producers of Hess Dried Corn is just issued. **ASK FOR ONE.**

Hess Warming & Ventilating Co.

907 Tacoma Bldg.

Chicago

Supreme Court Decisions

Valuation of Lost Shipment.—A carrier, sued for the value of goods lost in shipment, cannot raise for the first time on appeal the defense that the B/L fixed the value of the goods at less than the amount awarded to plaintiff.—*Yazoo & M. V. R. Co. v. Sebalsky*. Supreme Court of Mississippi. 68 South. 164.

Warranty of Hay in Mow.—Where the seller represented that hay, which was stored in the mow so that only the top could be examined, was nice, bright hay, the statement, though an expression of opinion, was sufficient to take to the jury the question of warranty of quality.—*Rice v. Siver*. Supreme Court of Iowa. 152 N. W. 498.

Valuation of Shipment for Damages.—The provision in a B/L that the liability of the carrier of goods for any loss or damage should be computed on the basis of the value of the property, being the bona fide invoice price, including the freight charges, if prepaid, at the time and place of shipment, is valid.—*Denver & R. G. Ry. Co. v. A. Peterson*. Supreme Court of Colorado. 147 Pac. 663.

Carrier's Failure to Deliver Goods.—The measure of damages for the failure of a common carrier to deliver goods is the value of the goods at the time and place of destination in the condition in which they should have been delivered, and the owner is entitled to recover such value, less the charges for transportation and delivery.—*Meek v. Union Pacific R. Co.* Supreme Court of Kansas. 147 Pac. 1112.

Carrier's Liability.—Where a rule of a railroad that its service cars could not be loaded for shipment which it had no part in transporting, and in the division of freight charges for which it had no share was systematically disregarded by it, neglect the rule in the individual case, when such a car was loaded for switching only to another road, could not serve it as a defense when sued for the loss of the shipment concerned.—*Gulf, Colo. & S. F. R. Co. v. D. S. Cage & Co.* Court of Civil Appeals of Texas. 174 S. W. 855.

Demurrage.—Where one of the rules of a railroad company provided that 48 hours' free time would be allowed for loading and unloading on all commodities, and the company had led a consignee to believe that freight would not be due until a car was delivered on a siding, the consignee had 48 hours, after the car was placed on such siding in a proper position for unloading, within which to unload the car and pay the freight charge, and, where the freight charges were paid and the car was unloaded within 48 hours, demurrage was improperly collected.—*Fennell Infirmary v. Southern Ry. Co.* Supreme Court of South Carolina. 55 S. E. 237.

Statute Regulating Commission Merchants Invalid.—The title of Laws 1913, p. 143, entitled "An act to regulate the license * * * the business of commission merchants * * * and to require them to give a bond * * * for the benefit of their consignors and prescribing a penalty for the violating of any of the provisions in this act," is not sufficient within Const. art. 4, § 20, providing that every act shall embrace but one subject, and matters properly connected therewith, which shall be expressed in the title, to justify provisions in the body of the act conferring on the State Railroad Commission power to require from the merchants statements of their business and to revoke licenses for cause on notice and hearing; and, where these provisions are a dominant feature of the act, the entire act is invalid.—*State v. Levy*. Supreme Court of Oregon. 147 Pac. 319.

Delivery by Carrier.—Where a car load of potatoes shipped to a buyer on an order B/L to which a draft for the price was attached, with the privilege of inspection, was delivered by the carrier to the consignee on the switch track, where cars consigned to it were delivered under a standing agreement whereby the consignee indemnified the carrier by bond against liability for such deliveries, there was a delivery and an acceptance without inspection, which inspection was therefore waived by the buyer.—*Berwick Store Co. v. Starks*. Supreme Court of Michigan. 152 N. W. 200.

Duty of Carrier to Deliver.—The words "Grand Street" were written in a B/L on the second line below the name of the consignee. On the line below was written "Jersey City," and below "New Jersey." Held, that where there was a well-known Grand Street station in Jersey City the question whether it was intended that the goods should be delivered at that station was for the jury. Where a railroad company failed to deliver a shipment at a particular station, but upon the shipper's remonstrance agreed to and did deliver it there without extra charge, such act was an admission that the B/L required it to do so.—*Loomis v. New York Cent. & H. R. R. Co.* Court of Appeals of New York. 108 N. E. 837.

Landlord's Lien.—"The special lien of a landlord for money or supplies furnished in making a crop exists, and can be foreclosed as a lien, only on the crops of the year in which the advances are made. A balance of indebtedness for a prior year cannot be included in a foreclosure of such a lien, even by agreement of the parties at the beginning of the year that such balance shall be included with the advances of that year." *Parks v. Simpson*, 124 Ga. 523, 52 S. E. 616. The renewal notes given by the defendant could only act as an extension of time on the old indebtedness, and could not be considered as an advancement of money for the year in which they were given.—*Camp v. Matthews*. Supreme Court of Georgia. 85 S. E. 196.

Distribution of Quotations of Board of Trade.—An injunction restraining a broker from obtaining, using, and distributing the quotations of a Board of Trade without acquiring a right to such quotations was not limited in its application to "continuous quotations" defined in contracts with the board's subscribers as quotations furnished oftener than at intervals of 10 minutes, but was violated where the broker's employe at 10-minute intervals noted and telephoned to the broker the last quotation posted in the office of a subscriber of the board, especially where it did not appear that each of such quotations was not one item of the continuous quotations.—*Chicago Board of Trade v. Tucker*. U. S. Circuit Court of Appeals. 221 Fed. 305.

Warehousemen.—A surety company which executed for a premium a bond for a warehouseman to enable him to secure a license to conduct a public grain elevator, conditioned that he would perform his duties as warehouseman under the laws of Missouri, and that he would comply with the laws of said state relating to the inspection of grain and to public warehousemen, is liable to the holder of a warehouse receipt for grain which the warehouseman failed to deliver, even if the unconstitutionality of Rev. St. 1899, §§ 7623, 7625, 7630, delegating to the railroad and warehouse commission power to establish state inspection and weighing of grain at such places as they might see fit, declaring warehouses in such places to be public warehouses, and providing for the inspection and weighing of the grain in such places, rendered all the other sections of the same act invalid, and thereby left that business practically unregulated by statute; since the bond covered the common-law obligations of the warehouseman as well as statutory obligations.—*State, to Use of Hubbard & Moffitt Commission Co. v. Cochrane*. Supreme Court of Missouri. 175 S. W. 599.

Growing Crops and Bankruptcy.—A crop growing upon a homestead on public lands of the United States at the time the homestead entryman became bankrupt did not pass to the trustee, under Bankr. Act, July 1, 1898, c. 541, § 70, 30 Stat. 565 (Comp. St. 1913, § 9654), vesting in the trustee property not exempt, which prior to the filing of the petition the bankrupt could by any means have transferred, or which might have been levied upon and sold under judicial process against him, as this imports property capable of change of ownership and enjoyment without recourse to property and labor of the bankrupt, which are not a part of the estate and upon which creditors have no claim, his contract to purchase from the United States was a personal contract, not assignable or subject to execution, and which he could at any time abandon, the crop had no existence separate from the land, and no transfer value, as its value was potential only, and such as might be created by the land and future labor; nor was the crop subject to levy and sale, as thereby the bankrupt might be prevented from performing his contract with the United States, especially where the trustee permitted the bankrupt to devote his time, money and labor to maturing the crop before electing to claim it.—*In re Miller*. U. S. District Court, Montana. 221 Fed. 690.

New Uniform B/L.

The Uniform B/L Com'te for the railroads east of Chicago and north of the Ohio River has published a circular giving the new form of Sec. 3 for Bs/L, to obtain conformity with the provisions of the Cummins amendment. As limitation of the carrier's liability is still before the Interstate Commerce Com'n, C. C. McCain, chairman of the Uniform B/L Com'te suggests that a limited number of the new forms be printed, the carriers continuing to use the old forms with the addition of a rubber stamp providing that "Section 3 is amended by Sup. 6 to Western Classification No. 53, effective June 2, 1915, and all reissues thereof."

The new section 3 follows:

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indicated hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this bill of lading.

Except in cases where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, claims must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Suits for recovery of claims for loss or damage, notice of which is not required, and which are not made in writing to the carrier within four months as above specified, shall be instituted only within two years after delivery of the property, or, in case of failure to make delivery, then within two years after a reasonable time for delivery has elapsed. No claims not in suit will be paid after the lapse of two years as above, unless made in writing to the carrier within four months as above specified.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not void the policies or contracts of insurance.

I CONSIDER the Grain Dealers Journal a good paper.—J. E. Strain, Nodaway, Ia.

Supply Trade

ADVERTISING consists of making a favorable impression on a possible customer.

TOPEKA, KAN.—The Perfection Metal Silo Co. reports that at least 50 elvtrs. will be built this year where the storage will be Perfection Metal tanks.

SILVER CREEK, N. Y.—W. K. Miller, advertising and sales manager of the Huntley Mfg. Co., was married May 18th, to Miss Theodora Sevin of Buffalo.

CHICAGO, ILL.—Locke Etheridge, formerly with the Avery Scale Co., is now covering Wisconsin, Michigan and Chicago for the Richardson Scale Co.

CHICAGO, ILL.—W. H. Caldwell, for a number of years Chicago representative of the Robinson Mfg. Co., has accepted a position as milling engineer for the Nat'l Mineral Reduction Co., with headquarters in this city.

OWENSBORO, KY.—More sales of the "Midget" Marvel mill were made during the month of March than during any previous month. The Anglo-American Mill Co., manufacturers of this mill, report that forty-four contracts were closed.

WASHINGTON, D. C.—The new seed and grain cleaning machine manufactured by Sutton, Steele & Steele Co., of Denver was recently tested out in the Dept. of Plant Industry. Chief Grain Inspector Thomas and Chief Weigher Warren, of the Baltimore Chamber of Commerce, witnessed the demonstration.

WICHITA, KANS.—The White Star Co., has made improvements in its non-chokable boot and in the size of its cups so that a belt carrying 7-in. cups will elevate 1,600 bushels per hour and is guaranteed to elevate 1,200 bushels per hour. The standard 7-in. cup will only carry 350 bushels per hour. This company is also making an all steel manlift.

CHICAGO, ILL.—C. H. Morse, Jr., was elected president of Fairbanks, Morse & Co. at the recent meeting of the board of directors. He succeeded C. H. Morse, Sr., who for twenty-four years has been head of the company. Mr. Morse, Jr., for a number of years has been president of the Fairbanks, Morse Mfg. Co., of Beloit, Wis., which office he will continue to hold.

SPRINGFIELD, ILL.—The bill to license Illinois structural engineers is up for its third reading before the House, after which it will be introduced into the Senate and later handed Gov. Dunne for signature. The bill seeks to regulate the practice of structural engineering and exempts licensed structural engineers from the provisions of the act relating to the practice of architecture.

A DECISION has just been handed down in the U. S. District Court at Bay City, Mich., in a suit brought by John F. White and S. M. Ryder & Son of Niagara Falls, N. Y., against A. T. Ferrell & Co., of Saginaw, Mich., for infringement of patent on can marker, in favor of A. T. Ferrell & Co. The suit was brought by White, Ryder et al. seeking to enjoin Ferrell & Co. from manufacturing and selling the Perfect Can Marker. The Court's decision was that the White Patent is invalid, that Ferrell & Co. did not infringe and the suit was dismissed.

Ad-Men to Fill Chicago Pulpits.

Following the custom established in Dallas three years ago, the convention of the Associated Advertising Clubs of the World, which will be held in Chicago June 20th to 24th, will be opened by lay sermons on advertising in thirty-seven Chicago churches. The sermons will be of an inspirational nature, bringing out the business conscience idea for which the Association is working. George L. Emrich, the chairman of the committee on church services, is arranging with foremost advertising men all over the country to occupy Chicago pulpits this opening Sunday, and he announces a long list of men prominent in the advertising world who have already accepted the invitation to spread the gospel of truth in advertising.

Crop Improvement.

INCREASING THE YIELD of rye and wheat in the states of Michigan, Indiana, Wisconsin and Ohio will be the basis of a special campaign to be opened July 1 by the Crop Improvement Com'te, Chicago. Sec'y Bert Ball insists that it is no harder to increase the yield of these two grains than it is to produce more corn or oats to the acre.

THE BANKERS' COM'ITE on Crop Improvement will hold a meeting at Chicago July 7 and 8. The sessions will be in the nature of a reunion of everyone interested in crop improvement work and representatives of the government, state and agricultural colleges have been invited to speak. The Crop Improvement Com'te, Council of Grain Exchanges, has been invited to open headquarters at the meeting.

EVERY COUNTY which has an incorporated farm bureau or similar ass'n should maintain dues-paying membership with an established minimum. In Illinois funds provided by the state cease in case a lack of local interest allows the dues and memberships to lapse. Lack of funds is said to be the reason southern Illinois counties have not organized, but any of these counties would spend twice as much in one day at a circus as it would cost to maintain its share of a farm bureau in charge of a paid agriculturist.—Bert Ball, Sec'y, Crop Improvement Com'te.

A CROP IMPROVEMENT BILL providing \$1,200 a year to be paid by the State of Illinois to counties maintaining a county agent, has passed the House and is now before the Senate. The measure, known as the Curtis bill, provides: That the sum of \$2,500 per annum be appropriated to incorporated county soil and crop improvement ass'ns, organized for the improvement of general agricultural conditions, to be applied to the salary of the agricultural advisor of said ass'n on or before June 1 of each year hereafter. The auditor of public accounts is authorized and directed to draw warrants upon the state treasurer for the moneys appropriated and a certified copy of the charter of said association shall be required by the auditor as proof of incorporation.

THE NAT'L ASS'N of White Corn Millers was organized at Toledo, O., May 29, by white corn milling interests of the southeastern, southwestern and central states. Officers elected were Pres. Col. Asher Miner, Wilkes-Barre, Pa.; Vice-pres. Chas. Steinwachs, Detroit; Sec'y C. W. Schmidt, Cincinnati; Treas. W. H. Haskell, Toledo.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.

WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.

Patents Granted

Bag Filling Machine. No. 1,140,867. (See cut.) A. M. Bates, Chicago, Ill., assignor to Bates Valve Bag Co., Chicago, Ill. A horizontally disposed bag filling tube, comprises a hood enclosing the discharge end and completely closes the open mouth of a bag. Means for supporting the bag are also provided.

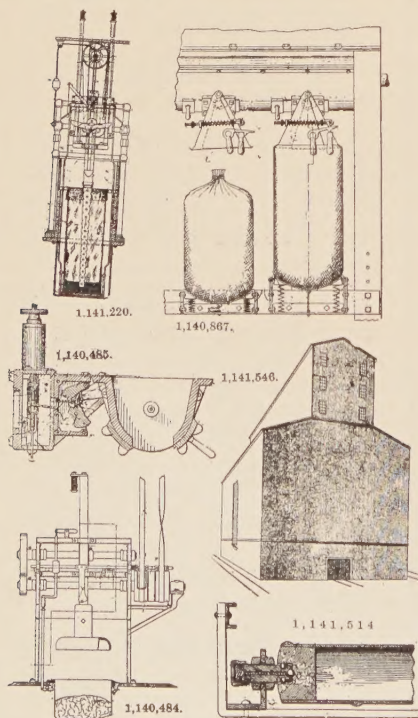
Bagging Scale. No. 1,140,485. (See cut.) W. H. Sawyer, Americus, Ga. A feeding element with outlet and opposed cut offs is connected with a pivoted member and means provided for holding open the cut offs. Receptacle being filled controls the release of holding means, releasing the cut offs at proper instant.

Bagging Machine. No. 1,140,484. (See cut.) A. C. Sargent, Westford, Mass., assignor to C. G. Sargent's Sons Co., Graniteville, Mass. Bag support comprises a plunger with means to move plunger vertically, and automatically reverse its movement at upper and lower limits of travel. The plunger may be adjusted to permit a continuous operation, or a stop at the upper limit.

Stock Food Preparation. No. 1,140,638. T. B. Walker, Austin, Tex. Process consists of subjecting comminuted cellulose waste materials to the action of acid liquors under heat and pressure, thereby breaking up resistive incrusting substances of the cellulose, partially converting it into saccharine bodies and rendering the material porous and friable then removing the moisture.

Bag Filler. No. 1,141,220. (See cut.) George Stone, North Andover, Mass., assignor to M. T. Stevens & Sons Co., North Andover, Mass. A rammer and continuously moving driver are set in an apparatus for filling bags, and means are provided for transmitting motion from the driver to rammer. The driver is arranged to disconnect itself from the transmitting means when resistance reaches a predetermined degree.

Grain Drier. No. 1,141,546. (See cut.) G. H. Hess, La Grange, Ill. A structure is provided with openings in the sides and is adapted to support the grain to be dried.



The upper end of the structure is connected with the interior of a building, for the purpose of receiving the grain to be dried. The drying structure is so located relative to the wall of the building that the wall will extend at the rear portion of the structure and at right angles to its sides, deflecting natural currents of air into the openings.

Bearing for Conveying Rollers. No. 1,141,514. (See cut.) J. A. Alvey, St. Louis, Mo., assignor to Alvey Mfg. Co., St. Louis, Mo. Two approximately parallel spindle supports of relatively thin rolled metal comprise a conveyor roller bearing. The spindles are mounted in adjusted position in oppositely disposed transverse holes where they can be adjusted in axial alignment. Each of the spindles is screw threaded for a portion of its length, those portions being disposed thru a hole therefor with nuts on the threaded portions. The conveyor roller has a recess in each end of face which is adapted to receive the bearing ends of the spindles.

Books Received

FINANCING AN ENTERPRISE is a problem which at some time almost every merchant or manufacturer must solve to be successful, and valuable suggestions are given in the 42 chapters of a book by Francis Cooper on Methods of Financing, Investigation of an Enterprise, Protection of an Enterprise, Capitalization and Special Features of Promotion, making 500 easily read pages, issued as the fourth edition by the Ronald Press Co., New York; price, \$3.

COMPOSITION OF CORN MEAL made from the product of different states is given in table form by A. L. Winton, W. C. Burnett, and J. H. Bornmann, in the May 21 Bulletin of the United States Dep't of Agriculture. Tables include moisture, acidity, protein, fat, nitrogen, crude fiber and ash of various meals, and chapters are devoted to consumption, manufacture, spoilage, moisture content, and keeping qualities. Bull. 215, United States Dep't of Agriculture, Washington, D. C. Price, 5c.

COMPLETE DATA ON FIBRE FLAX is given by F. C. Miles, Scientific Ass't, Fibre Plant Investigations, United States Dep't of Agriculture, in a recent Farmer's Bulletin. Production, value, import prices per ton, and other valuable data is given in table form, while illustrations and chapters are devoted to the subjects of distribution, linens, climatic relations, soil, seeding, diseases, harvesting and the markets. Farmers Bull. 669, Bureau of Plant Industry, Washington, D. C.

AGRICULTURE supplies an immense amount of fundamental information required by every farmer. The matter is put so simply and attractively that even a child can understand and apply it. The style and treatment are so attractive that one who has the remotest interest in the subject will enjoy reading the book. But the volume does more than supply useful information; it puts this information immediately at work on the problems of the farm, the garden or the home. The book is a source of information, a guide and an inspiration to successful farming and farm life. Illustrated; 450 pages; the Bobbs-Merrill Co., Indianapolis, Ind.; price, \$1.50.

BOOK OF GRAIN RATES.—All rates on grain from stations in Illinois and Indiana for which commodity rates have been published are given in the "No. 3 East of Mississippi River Book of Grain Rates," just issued by the Chicago Board of Trade. The rates quoted are those now effective and all changes will be sent to subscribers in the form of supplements from time to time free of charge. For each destination the lowest rate has been checked in, showing via what point the low rate is obtainable. The book enables the grain dealer to throw away all of his railroad tariffs.

Price \$3, based upon number of subscriptions, Transportation Dep't, Board of Trade, Chicago.

Insurance Notes.

SENATE BILL 454 now before the Wisconsin Legislature, relates to the security of weekly indemnity payments by employer to an injured employee.

NEXT OF KIN are entitled to recover for suffering of an injured person before death, as well as for the loss of support due to that death, by a decision given June 1 by the Supreme Court of the United States under the federal employers' liability law.

BILL 239-A, introduced before the Wisconsin State Legislature, relates to reinsurance and the kinds of insurance which may be transacted by an insurance company. No. 267, before the same legislature prohibits false statements or false show of assets by officers or employees of insurance corporations, fraternal or mutual benefit societies and other insurers, and provides penalties for violation.

A NUMBER of compensation mutual insurance companies were recently formed in New York, following the enactment of the state's compensation law. These companies, it is declared, have paid very liberal dividends, based upon the limited experience of the first few months, and the New York Insurance Dep't has served notice that they must adhere strictly to known facts in regard to loss experiences.

From the Seed Trade.

[Continued from Page 829.]

LONDON, ENG., May 22.—A few orders for red clover continue to come in; the market is firm and a shade dearer for the best qualities. White clover and alsike are dull with little demand; trefoil is also quiet but prices are on a safe basis. Better qualities of lucerne are scarce with a firm market. Sainfoin and kidney vetch are slow. Maize is in good demand, both giant hickory and white horse tooth varieties. Rape seed is in brisk demand and what dwarf Essex seed is available commands full prices. The French winter rape is selling at considerably less money than English or Dutch. Inquiries are being received for mustard seed and quality is good. In the absence of foreign supplies and a large quantity exported, the market is firm. Tares are slow, and few orders are coming in for ryegrass and naturals.—C. W. Le May & Co.


OATS FUTURES, last September, started with 35c as the minimum price level and they sold up to 45½, going out at 45½. The five-year record of September oats shows that in normal years the average low point has been 36c and the average high 45c. Excepting in 1909, there has been a sharp advance invariably in the months of June and July. A level that discounts every adverse feature in the situation and puts prices where purchases are largely in the nature of an investment is rapidly approaching in September oats. We favor purchases of September oats at present levels and on a scale down, believing that they are within a few cents of the low point on the crop and that any change in the situation must be in favor of holders.—W. H. Perrine & Co.

The GRAIN DEALERS JOURNAL.

ORGANIZED 1902
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 DEALERS FIRE INSURANCE CO.**
 LUVERNE, MINN.
 For rates, etc., address
 E. H. MORELAND, Secretary

**WESTERN GRAIN DEALERS
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 Sheet Metal Contractors, Makers of Fireproof
 Windows. Write them if you are in the market now
 or if you expect to be in the future. Contracts taken
 anywhere in the United States.



This Cabinet should be in Every Mill
 and Elevator.
 WE SUPPLY IT AT COST.

Your Opportunity

is here. Now is the time to
 let the elevator man know
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Grain Dealers Journal

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Insures Elevators, Mills, Grain Warehouses and Contents
 of same at Cost.

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 OF HARRISBURG, PA.
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 OF FORT WORTH, TEXAS.
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are designed for use by grain country shippers in advising receivers of shipments,
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The form shows the grade, kind and weight of grain loaded into car—initials and number, with
 seal numbers, at.....station, on.....date; billed shipper's order, notify.....;draft for
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 Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9½x11
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COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales** and **Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

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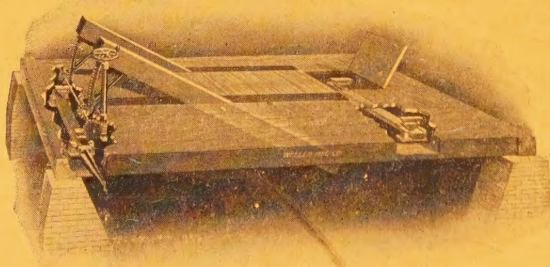
type of grain drier in the United States operating with a **return air system** and that is the "ELLIS." Patents covering this system—by the use of which we guarantee a saving in steam consumption of 25 per cent—are owned by The Ellis Drier Co., exclusively. If you are considering the purchase of a grain drier it will pay you to investigate this feature of the **ELLIS DRIER**.

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SPECIFY THE ELLIS: It will NOT crack, blister or discolor the grain.

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The Wagon Dump That Has No Equal



The Weller Worm Geared Wagon Dump has no chains to break and no brake to slip and injure horses or wagons.

Does away with all former objections and is self-locking in any position.

Can be used with Standard Dump or Hay scales.

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Advantages of placing your business with a reliable corporation backed by an experience of many years.



Sample of inquiries we receive

"Years ago we had you install a dust collecting system in our elevator. We write to know if you know the exact size of the Dust Collector connected with our Clipper and also for Cleaner and can furnish new ones so an ordinary workman can remove the old ones and replace new ones in their place."

We make and keep on file tracings of all our installations and are always able to comply with such requests duplicating exactly or giving correct

information as to any changes that may be desired or required.

A word to the wise is sufficient.

Our booklet on **Dust Collectors and Dust Collecting Systems** for the asking

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